The Raleigh Tribune.

DAILY

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THE TRIBUNE IS REPUBLICAN, BUT IT IS THE PEOPLE'S PAPER.

A SIGNIFICANT ACTION

For the Co-operation of Gold Democrats and Republicans.

WILL GIVE SENATE TO REPUBLICANS

INSIDE POLL OF NORTH CAROLINA LEGISLATORS.

It Shows a Majority of Twelve Against the Governor's Anti-Lease Bill—Judge Goff May Yet Accept the Attorney Generalship.

Special to THE TRIBUNE.

Washington, D. C., Feb. 11.—The gold Democrats co operated with the Republicans today in the confirmation of Henry E. Davis for United States Attorney for the District of Columbia. Davis bolted the Chicago Convention and the silver men on the judiciary committee opposed his confirmation on that account. Davis is a man of high character and a lawyer of marked ability. The action in this matter is significant. It foreshadows a reorganization of the Senate and a change in committee assignments that will give the Republicans absolute control of the Senate after March 4.

An inside poll of the Legislature, received here today, shows a majority of twelve against the pending bill to annul the lease of the North Carolina Railroad.

The Cabinet news from Canton today is not assuring from the North Carolina stated point. It looks as if the South is to be ignored. Factional differences in all the States, urging Cabinet recognition, is said to be responsible for Mr. McKinley's disinclination to consider the South in this connection. West Virginia furnishes the single exception, and it is believed that Judge Goff may yet reconsider and accept the Attorney Generalship. That seems to be the solution of the situation. Swanson, of Virginia, and Settle, of North Carolina, made vigorous and telling speeches in the House today in support of the fast mail subsidy.

The defeat of the proposition to reduce the appropriation twenty thousand dollars is due to great extent to Mr. Settle's opposition. A vote will be reached tomorrow and the committee's report will be sustained.

Mr. Poland, of THE TRIBUNE, is here. He leaves tomorrow for Raleigh.

J. B. H.

CHARLES JONES MURDERED

KILLED AND ROBBED OF HIS MONEY BY A NEGRO.

Ben Smith Arrested for the Murder and is Now in Jail—The Murdered Man Was a Philadelphian.

Special to THE TRIBUNE.

Wilmington, N. C., Feb. 11.—Charles Jones, a sailor, aged 38, was found in "Dross Neck," at 1 o'clock this morning with his skull fractured, and while being taken to the hospital died.

Ben. Smith, a negro, is said by several witnesses to have caused Jones' death, having struck him. Smith was arrested and is now in jail on the charge of murder.

Jones was paid off yesterday from the brig M. C. Haskell, and received $46. He got drunk and visited a disreputable neighborhood, where he was found as stated, and when found he had $2.25 on his person.

It is said that his home is in Philadelphia. That city was wired, but no answer has been received yet.

A coroner's jury met this afternoon, but adjourned till tomorrow. It looks black for Smith. Several other negroes are implicated.

H. W. P.

AN OLD VETERAN DIES.

A Soldier From Prime Manhood to the Close of the Late War.

Special to THE TRIBUNE.

Wilmington, N. C., Feb. 11.—Major Washington C. Fergus died at Masonboro Sound late yesterday. The cause of his death was paralysis. He was 66 years of age and was one of the founders of the Wilmington Light Infantry, organized in 1853, its first lieutenant, and in 1854 was elected its captain. Lived in Alabama when the war broke out and served in the Confederacy gallantly as major in the 42d Alabama Infantry. He will be buried at Masonboro Sound tomorrow. He was born in Wilmington.

H. W. P.

SEE THE ABSURDITY OF IT.

New York, Feb. 11—Seven of the forty one banks in the agreement not to lend money on call at less than two per cent. have abandoned their agreement and are lending at one and a half per cent. The big banks in the Wall street district will probably continue to adhere to the two per cent. rate.

And yet the Southern Railway Company proposes to give seven per cent. *net* to the stockholders of the North Carolina Railroad, and there are people so sordid that they demand from the Southern a greater per cent. Money going begging at two per cent. in the great money center of the United States—and here in North Carolina we are demanding *ten* per cent., four per cent. more than the legal rate!

OUR Washington correspondent says that a poll of the North Carolina Legislature shows a majority of twelve against the Russell-Seaboard Air Line bill. This probably is about as correct an estimate as can be obtained at this time, but mark THE TRIBUNE'S prediction which is that it will be *one dozen* more.

Receiver Appointed.

Richmond, Va., Feb. 11.—Judge Lamb, of the Chancery Court, this afternoon entered a decree appointing Mr. Charles L. Todd receiver for the Gallego Mills. Petition was made to the Chancery Court a week or so ago for the appointment of a receiver by the Richmond Grant Company, of New Jersey. Action upon the petition was postponed until today by consent of all parties interested. The bond of the receiver is fixed at $25,000.

BIG CUT IN STEEL RAILS.

SO FAR REACHING AS TO BE DISASTROUS TO IRON ORE.

Since the Pool Went to Pieces Things Have Gone Wild—Mr. Carnegie Personally Directing Affairs.

Pittsburg, Feb. 11.—The situation in the steel rail business this morning shows that the cutting of prices has resolved itself into a bitter war for supremacy. It is learned that the Carnegie Steel Company is meeting all competition of the Illinois Steel Company, and has instructed its representatives in Chicago to sell steel rails at $17 in Chicago, or $14 25 in Pittsburg, a lower figure than has been quoted in any reports printed.

When the pool went to pieces in the Pittsburg meeting Monday an agreement is said to have been made between the two big concerns operating west of the mountains to maintain prices, which were then fixed at $20 Pittsburg, and $21 at Chicago, but each firm was to go after any business it could obtain. President Gaites, of the Illinois Steel Company, it is alleged, went direct to Chicago, and within two hours the wires were burned with messages to all the railroads of the west quoting rails at $18. The Carnegie Company at once issued orders to their agents to meet all cuts that might be made, and as a result today the Carnegie Company at Chicago is selling rails at $14.25 per ton, which with the freight from Pittsburg added, makes a rate of $17 and the war will, it is said, is to be waged to the bitter end.

Mr. Andrew Carnegie arrived in Pittsburg last evening and held a conference with the officials of his company this morning. Mr. Carnegie was not accessible to newspaper representatives today, but it is understood that he is personally directing the policy of the company in the war now on.

The disintegration of the Lake Superior Iron Ore Pool and a terrific and ruinous war on prices of iron ore is anticipated as an early result of the outbreak of the rail manufacturers' war. The effect of this on the iron ore producing section of Michigan and Wisconsin is bound to be disastrous and far-reaching.

Spunky Little Greece Annoys the Sultan.

Athens. Feb. 11 —Assin Bey, the Turkish Minister, today visited the Foreign Office, and, acting under instructions from his government, made a protest against the dispatch of the Greek torpeo flotilla to Crete. Assin Bey was treated with the utmost courtesy, and was informed, so far as diplomacy allowed, of the attitude of Greece on the Cretan question. His protest, however, was, so far as known, productive of no result. The Greek government will not recall the flotilla, and, furthermore, a second flotilla will shortly start for Crete.

The troubles in the island have caused many of the residenls tc flee to Greece for safety. Since the outbreak began fully eight thousand Cretans have arrived at the Piraeus. As in the case of the previous exodus from Crete many of the refugees are unable to care for themselves, and the government will be compelled to extend aid to them.

Tucker's Condition.

Lexington, Va., Feb. 11.—Hon. J. R. Tucker's condition is very critical, and his end is daily looked for. Pleurisy, followed by intestinal pneumonia and heart trouble, are the diagnosis. Notwithstanding, he retains his faculties and is exceedingly cheerful.

IS THERE ANY TRUTH IN THE RUMOR?

THAT IS A QUESTION THAT SHOULD BE CLOSELY INQUIRED INTO?

We Do Not Believe There Are Millions of Dollars Enough to Corrupt the North Carolina Legislators.

It is rumored that the Seaboard Air Line will follow up their literature distribution with a "bar'l" of money—that they would give half a million dollars to down the Southern.

We give this for what it is worth. There is great interest and the struggle is to the death. Let this go for whatever there is in it.

We have watched the Legislature since its convening. We have studied the men composing it. We have "sized them up," and we are here to say—and we say it with all the force in our power—that if the Seaboard or Southern had TEN MILLIONS of dollars for the purpose of buying up the Legislature, they could not do it.

These men are getting down to the bottom of the question, and those who favor the bill, if there are any when the final vote is taken, shall not be charged, if we can help it, with being bribed, no matter what the influence on the outside is; and if there is any truth in the rumor, we brand the attempt of bribery as one of the blackest and most damnable schemes to buy legislation ever perpetrated since the days of Boss Tweed.

PERTINENT QUESTIONS.

And Pertinent Answers, Though Evasive.

London, Feb. 11—In the House of Commons today Mr. Patrick O'Brien, Parnellite member for Kilkenny City, asked the government whether it was the intention to compensate Edward J. Ivory, the alleged Irish-American dynamite conspirator, the proceedings against whom were recently dropped by the government for want of evidence, for his imprisonment pending trial and the expense of defending himself against the government's unsupported charges.

Arthur J. Balfour, First Lord of the treasury and the government leader in the House, replied that no communication had been received by the government from Ivory or any one in his behalf in regard to compensation, and that the Home Secretary had informed him that it would be contrary to the established practice to admit any claim for compensation in such a case.

Right Honorable Joseph Chamberlain, Secretary of State for the Colonies, replying to a question by Mr. John W. Laurie, Conservative member for the Pembroke and Haverford West district, said he believed that the Dominion of Canada was disposed to contribute to the cost of a direct line of cable communication between Bermuda and Jamaica, but he was not aware that Canada had offered the sum of three thousand pounds to that object, as Mr. Kurch had suggested in his inquiry. However, he added, there were several difficulties in the way of the construction of such a cable which Great Britain had not yet surmounted.

THE SOUTHERN A PROBABLE BUYER

Of the Bankrupt Memphis and Charleston Road.

Memphis, Tenn., Feb. 11.—Federal Judge Lurton, in a decree filed here today, ordered the sale of the Memphis and Charleston Railroad unless the company promptly liquidates a bond issue of over twenty two millions with interest from July, 1893. The Farmers' Loan and Trust Company sought to foreclose under what was styled the consolidated mortgage. The purpose of this bond issue was to retire two previous ones, but this has been done only partially; hence some fine legal points in the contention. There is likely to be an appeal, but the ultimate sale of the road, which is in the hands of receivers, is generally conceded, and when this occurs the Southern is regarded as a certain purchaser, thus throwing the old East Tennessee, Virginia and Georgia system completely into that corporation's hands.

Cirugeda Promoted.

Havana, Feb. 11 —The Marquis de Palmerola, Secretary to the Government, and Intendent Fagosga have left Placetas for Santa Clara, where they will meet Captain General Weyler. The former Major Girujeda, who was in command of the troops in the engagement in which Antonio Maceo was killed, has been promoted to a Colonelcy. Col. Girujeda reported today that he had captured the camp of the rebel commandant Villanueva on the north coast of the province of Havana.

Dr. Caspar Betancourt, Inocencia Aranjo, and Pantaleona Castillo has been expelled from Cuba by order of the government. Dr. Betancourt, who is an American citizen, was acquitted a few days ago of the charge of aiding the rebels. The issue of paper money has been increased to $30,000,000.

A Dead Stock Broker.

Philadelphia, Pa., Feb. 11.—Spencer Ervin, a well known stock broker of this city, died this morning at the Hotel Aldine, where he resided. He had been ill from pneumonia. Mr. Ervin was senior member of the firm of Spencer, Ervin & Co.

RETRENCHMENT.

Committee on Appropriations Economize $8,000,000.

Washington, Feb 11 —The Committee on Appropriations today completed the sundry civil appropriation bill, and directed Mr. Cannon to report it to the House The bill carried $50 664 743, over $8,000,000 below estimates, and $17 500,000 in excess of the appropriation for the current year. The estimates include $17 529,053 for river and harbor contracts, and the committee allow $18,615 990 for such purposes.

The request of members from Louisiana, Nebraska and California for $1,085,156 to pay the balance due sugar producers under the law of 1890 was not allowed.

The appropriation for public buildings include the following:

Georgia, Savannah, to complete, $175,000.

Mississippi, Meridian, to complete, $30 000

Towards the construction of works on harbors and rivers under contract heretofore made are the following items:

Cumberland river above Nashville, $400 000

Mississippi river from Passes to mouth of Ohio, $2 583 000.

Galveston, Tex, to complete, $500 000.

Savannah, Ga, $400 000.

Cumberland Sound, $400 000.

Winyaw Bay, S. C., $400 000.

Sabine Pass, Tex, $400,000

Yazoo River, Miss., $400 000.

Bayou Plaquemine, $400,000.

Among the miscellaneous items are $10,000 for a new light station on Bull Bay, S. C, $75 000 for Chickamauga and Chattanooga National Park and $60,000 for Shiloh Military Park.

TRANSFER OF THE GRANT MONUMENT.

The City of New York to be the Custodian of the Tomb.

New York, Feb. 11.—Mayor Strong, in a letter today addressed individually to a number of prominent citizens, sormally appoints them a committee to have charge of the exercises incidental to the transfer to the city of the Grant monument. He asks them to meet in the city hall on Saturday to map out the work of the committee, and says:

"The transfer by the Grant Monument Association to the city of the tomb of the illustrious General imposes upon the city a trust in which every citizen should have a proper pride."

The letter has been sent to about one hundred gentlemen of this city and Brooklyn, among them the following: General Horace Porter, Herman Armour, Cornelius N. Bliss, Hon. Calvin S. Brice, General Daniel Butterfield, Andrew Carnegie, Joseph H. Chote, Col. LeGrand B. Cannon, Col. S. V. R. Cruger, General C. H. T. Collins, Hon. A. B. Cornell, Chauncey M. Depew, Charles A. Dana, General Thomas T. Eckert, Collis P. Huntington, Hon. Abram S. Hewitt, Theo. O. Havemeyer, J. Pierpont Morgan, D. O. Mills, Hon. L. P. Morton, Gen. McMahon, Oswald Ottendoffer, Mr. Pulitzer.

An Incendiary Fire.

Plano, Texas, Feb. 11.—An incendiary fire here this morning burned nearly thirty buildings, including the business part of the city. The loss is upwards of $100,000, with practically no insurance. The post office was destroyed, but the mails were saved.

The Time Not Yet.

Madrid, Feb. 11.—Prime Minister Canovas del Castillo has issued a statement in which he says it will not be incompatible to apply the reforms in Cuba while Gen. Weyler is in command there, but he adds the moment to effect the reforms has not arrived.

SUICIDE OF CAPTAIN M'GIFFIN.

A Brave Officer, He Deserved a Better Fate.

New York, Feb. 11.—Captain McGiffin had been at the hospital about a month, under treatment for nervous prostration. He had, however, for some days past, been considered convalescent and it had been arranged to place him in some quiet retreat in the country until he should regain his normal health. The Captain had improved mentally as well as physically, and it was deemed needless to keep a close watch upon him. He was kept confined to his room most of the time, however. He retired at 10 o'clock last night. His attendant, a male nurse named Barrett, marked nothing unusual in his patient's demeanor.

At 2 o'clock this morning Barrett was startled by a pistol shot. He hastened to Capt. McGiffin's apartments and found his patient sitting bolstered up in bed, blood streaming from a bullet hole in the right side of the head, about two inches above the ear. A large navy revolver lay on the floor beside the bed and another on the table. The mystery is how the Captain gain possession of the pistol. He had been living in a boarding house for several months and had there become violently insane, and had been removed to the hospital. He was only 34 years of age.

The terrific strain to which he was subjected during the fight of the Yalu was attributed as the cause of his mental oreak down. In that battle both of his ear-drums were ruptured, his eyes permanently affected, and his head and body filled with splinters of woodwork and steel. He left a note on the table, without an address, as follows:

"Memo: Look alive that the bed is not set on fire by shot. My compliments and adieus to all. I regret that my destination must remain to you unknown. But you may guess.

"With apologies to Miss Phelps for the row—it is a way that all guns have. Au revoir. Please give my good-byes to Mr. Gorham and my compliments to Mr. Bennet. Incidentally I may note that though I effect my exit—it is not the hegira anticipated by the learned staff.

(Signed) P. N. M.

FLOOD GATES OF HEAVEN

IS THE WAY THEY TERM IT DOWN IN CHARLESTON.

The Gallant (?) Warships Struggle in the Down-pour—Search Light Manoeuvres Last Night.

Charleston, S. C., Feb. 11.—The flood gates of Heaven were opened upon Admiral Bunce's fleet and since early this morning the crews of all the warships have been making gallant but only partially successful attempts to exercise their batteries in the down pour of rain. The storm is fortunately accompanied by comparatively little wind, but the rain comes down in sheets, flooding every unprotected spot on ship board. The guns have kept going bravely, however. The manoeuvres last night, consisted of searchlight work until 8:30 o'clock, coupled with considerable gun practice. During the early night the Maine launched a torpedo successfully.

After 9 o'clock the battleships returned to their positions, which they occupied Tuesday, and the watches for the night were set, while everything was on the alert, looking for a possible blockade runner. It was known beyond question that the Vesuvius, the vessel to perform that service, had not arrived off the Carolina coast. Tonight it may be different. The Vesuvius is undoubtedly to make an attempt shortly to enter the harbor, and the longer the effort is postponed the more vigilant become the blockading ships. The Indiana and Massachusetts had not joined the fleet this morning, though it is confidently expected that they will do so during the day.

The Gorge Broke.

Evansville, Ind., Feb. 11.—The gorge in the Ohio river at this port broke this afternoon at 4 o'clock, after blocking the river for thirty hours. The gorge forced the water across into Kentucky at a point four miles above Evansville, and the residents of this city fear a channel has been cut, which will be made deeper by the annual spring flood, and finally make of Evansville an inland town. The threatened cut-off at the point named has engaged the serious attention of the government authorities for several years, and it is probable that immediate action will be taken to keep the river in the natural channel.

The Joint Traffic Association.

New York, Feb. 11.—The following committee was appointed at the meeting today of the Board of Control of the Joinnt Traffic Association io consider, with the Board of managers, meanss for strengthening the rate situation and for making the association more effective: M. E. Ingalls, President, Cleveland, Cincinnati, Chicago and St. Louis and the Chesapeake and Ohio Railroads; James McCrea, First Vice President of the Pennsylvania's lines west of Pittsburg; O. G. Murray, Vice President of the Baltimore and Ohio; Charles M. Hays, General Manager of the Grand Trunk of Canada, and E. B. Thomas, President of the Erie, with Chauncey M. Depew, President of the New York Central and Hudson River, ex-officio. Mr. Depew was elected Chairman of the Board of Control.

Woolcott in Paris.

Paris, Feb. 11.—United States Senator Woolcott, of Colorado, who is visiting Europe in the interest of bimetalism, is still in this city, but of the success or failure of his mission nothing is definitely known.

AGAINST TOM WATSON

Thomas Must Remain for the Present in Retirement.

BUTLER THROWS UP HIS HAT

THERE WAS NO FRAUD AS ALLEGED.

The Charge That Hanna's Money and Influence Would Seat Watson Falls to the Ground—Report Was Unanimous.

Washington, Feb. 11.—The Committee on Elections N. 1 of the House this morning filed a unanimous report in the case of Watson vs. Black, from the Tenth District of Georgia, in favor of the contestee. It has been an open secret that some days ago the committee voted unanimously in favor of the contestee, but the formal written report, prepared by Judge Bartlett, of Georgia, was not presented to the committee until this morning, when it was unanimously adopted. On every material allegation in the notice of contest the committee has found against the contestant.

The report states that the charges of conspiracy to defeat the contestant by the registration officials in a number of counties outside of Richmond, by striking from the registration lists voters who favored the contestant; thus reducing his majority in these counties, were wholly unfounded, and that the registration officials in those places faithfully performed their duties. In every county except Wilkinson, the Populist registrars agreed to the reports made and approved the list, and this county Watson carried. Convincing proof was furnished to show that in Wilkinson county more Democrats than Populists were stricken from the lists.

The report also finds that the conduct of the election officers all through the district was not only honest but above suspicion, and that the charges of fraud were not sustained. The only precinct outside of Richmond county, which was attacked for fraud on the day of election, was Sparta, where it was charged that three hundred Watson votes were counted for Black. A careful investigation of the facts showed that there was no evidence to sustain this allegation. The report next shows that the contest hinged wholly upon Richmond county, where it was charged that the registration lists were padded with fictitious names and that the registrars refused to strike from the lists such illegal voters.

It was also alleged that voters had been bribed in Black's interests, thus depriving Watson of one thousand votes and that two thousand votes cast for him were counted for Black. The committee find these charges unfounded or that the registrars or officers of election in Richmond county in any way violated the law. In other words, there was no bribery or intimidation on the part of the contestee's friends It is possible that a few illegal votes may have been cast as the result of repeating but even this is doubted.

The committee find that about twenty-four negroes received ten cents apiece from one of the friends of the contestee for car fare after they had voted, which money was claimed to have been paid to bribe these persons. The number of these persons is so small, however, that in the opinion of the committee they could in no way affect the result. The report closes with the declaration that the election was as fair as elections ordinarily are and that there is nothing in the evidence that would authorize the committee to throw out the votes of Richmond county.

Greece Too Independent to Suit the Powers.

London, February 11.—The Pall Mall Gazette, commenting upon the Cretan situation, says there is abundant foundation for the belief that the sending of the Greek flotilla to Crete is looked upon by the British government as a matter so serious as to threaten consequences of the greatest import. In view of the fact that the action of Greece was entirely independent and taken without conveying the slightest notion of her intentions to the powers, the Gazette says, Lord Salisbury may be relied upon to take prominent and decisive measures to neutralize its effect.

In Full Blast.

Chicago, Feb. 11,—All the mills of the Illinois Steel Company's works at South Chicago started at full blast yesterday for the first time in many months. Nearly 3,000 men returned to work. Wages all along the line were cut from 10 to 15 per cent.

The Bridgeport Works which employ about 2,500 men are expected to resume soon with a reduced wage scale similar to that of the South Chicago plant.

Weak and Flat.

London. Feb. 11.—The stock market was weak and flat today on reports of threatened fighting between Greece and Turkey, and closed depressed.

THE GOVERNOR'S BILL

Analyzed in the Minority's Substitute.

INVIDIOUS DISTINCTION POINTED OUT

ONE PORTION OF THE STATE FAVORED AS AGAINST THE OTHER.

The Title of the Bill Disguises Its Real Object—Pass the Bill and a Death Blow is Given to Investment in the West.

To the House of Representatives of North Carolina:

The undersigned, of the special committee appointed to take into consideration the bill to be entitled "An act to prescribe the terms upon which foreign railroad corporations shall be allowed to operate railroads and transact business in the State of North Carolina," not being able to concur in the report of the majority of the committee, respectfully present for the consideration of the House of Representatives the conclusions at which they have arrived:

The committee gave ample notice to all persons who were interested in the question involved in the bill, and there appeared before them counsel representing the Governor of the State of North Carolina, the president and directors of the North Carolina Railroad Company and their counsel, counsel for the private stockholders and stockholders in person, counsel for the Southern Railway Company, counsel for the Seaboard Air Line system, John Graham, Esq., representing the Farmers Alliance, and other citizens.

The discussion upon the merits of the bill took a wide range and was protracted During the progress of the discussion many material amendments were offered to the bill, as it was originally presented to the House by the counsel for the Governor, the author of the bill, which amendments, he stated, met with the concurrence of its advocates, and were acceptable to the attorneys for the Seaboard Air Line System. An important amendment to the original twelfth section was suggested by a stockholder. After giving to the text of the bill and the proposed amendments, and to the arguments of the parties and counsel in all the varying aspects in which the matter was presented most careful consideration, the minority of your committee respectfully present for the consideration of the House the following as their report.

The first, second, third and fourth sections provide machinery for the issuing of licenses to railroad companies incorporated under the laws of other States doing business or seeking to do business in the State of North Carolina, and prescribe penalties for operating a railroad without such licenses. Under the provisions of these sections such railroad companies would continue to be foreign corporations, and an effort is made in the bill to impose a license tax upon such corporations, as a condition of carrying on the business of the transaction of interstate commerce, and to require them to enter into an obligation not to avail themselves of the privilege allowed them under the laws of the United States to remove cases to the United States Courts, or to institute action in such tribunals. The penalty for any attempted removal of cases provided in the section, is revocation of the licenses. This, however, is not material, because it is further provided that the license issued under this act shall be held absolutely at the discretion of the Governor and Secretary of State, and that at any moment, with or without assigning any reason, the arbitrary, unlimited power is vested in these officials to revoke the license of any and every corporation licensed to carry on business of railroad transportation within the limits of the State. In fact, the issuance of the license itself in the first instance, is placed entirely in their discretion. It is safe to say that no such legislation has ever been adopted in any State in the American Union. The constitutionality of this provision was strongly attacked before the committee, and in the opinion of the minority there would be at least grave danger that an attempt thus to regulate inter-state commerce or corporations engaged in inter-state transportation and in carrying the United States mails, by the issuance of licenses as provided in the bill would be a failure.

But the minority are of the opinion that the best interest of the State will be promoted by proper legislation requiring that every corporation, whether engaged in the business of conducting transportation or not, which enters the State of North Carolina to carry on its business, shall be amenable to our laws, exactly to the same extent as companies holding charters issued by the State. If legislation can be devised which will bring about this result and which is not subjected to imputation that is violative to the Constitution of the United States, if by a law, the constitutionality of which has been upheld in other States, these foreign corporations can be made citizens of North Carolina, and thereby made subject to the law of the State and to the jurisdiction of our courts without power to remove to the Federal courts, it cannot be denied that such legislation would meet with public approval. The minority of your committee therefore recommend that the first three sections of the bill be stricken out, and instead thereof appropriate legislation to this end be enacted. Such legislation ought to be in a separate bill, not connected with the North Carolina Railroad.

Sections five and six do not meet with the approval of the minority of your committee, because they provide that if any non-resident corporation shall, on or after the first day of May, 1897, violate the first section of the act, or shall continue to do business as a corporation, or shall undertake to vote stock in any corporation of this State, after the Governor or Secretary of State shall for any reason have concluded upon a revocation of its license, such corporation shall be guilty of a misdemeanor, for every day it may so continue to do business, and shall pay a fine of not less than one thousand dollars, and providing the criminal proceeding shall be tried in any county where the foreign corporation does business. The result of such legislation might be to paralyze the business of any corporation in one day, to abrogate all contracts made with citizens of this State and other States with relation thereto, much to the disadvantage of citizens of this State and other States and of no advantage to any one, except perhaps a rival common carrier.

In the opinion of the minority of your committee there is no necessity for any such legislation as is proposed in section 7 of the original bill. The present laws of this State amply provide for the protection of the rights of the State against any injury or danger to it by the proper channels, and the said State having a proper officer, acting under oath, for such purposes, has no necessity by special legislation to authorize the Governor to employ and pay for other counsel, unless the attorney general should be incompetent or unworthy, in either of which case he should be removed. In case of any necessity for other counsel, the existing laws provide for ample remedy, as the Governor is fully empowered to employ counsel to represent the State.

In the opinion of the minority of your committee section eight of the original bill should not be enacted into law. Its provisions substantially provide that no railroad should ever hereafter be constructed through the western part of North Carolina, the prohibited section beginning in Anson county. That neither the Northwestern North Carolina, terminating at Wilkesboro, nor the North Carolina Midland now extending from Winston to Mocksville, should ever be extended so as to give an outlet and through connection to the people of that section of the State. That the Cape Fear & Yadkin Valley should likewise be bottled up, and the entire railroad extension and progress in Western North Carolina shall be brought to a summary end. In other words, that to the people of North Carolina who live east of the crossing of the Cheraw & Salisbury Railroad near Wadesboro the fullest and freest opportunities would be offered for railroad building and extension; their resources developed, their industries encouraged; but to the unfortunate inhabitants of the section lying west of this point, no railroad construction should be permitted, except upon fixed lines impossible of construction and unproductive if built. It is as if railroad building in Western North Carolina should by a solemn enactment be declared complete and finished forever. And that all this should be done in the interest of a railroad company which possesses a competing line extending entirely across North Carolina, and now in the fullest enjoyment of its franchises. It is but fair to add that the counsel who appeared before the committee at its first session advocating the adoption of this section, at a subsequent meeting, withdrew his support, in effect admitting that the proposed legislation was indefensible and consenting that the committee, if they thought fit to do so, might strike it from the bill. This was not to be wondered at, for a more insidious and dangerous blow was never aimed at the interests of North Carolina than is provided in this section. It would be a death blow to development and to progress, and would subject to irreparable ruin the people of a large section of the State, rich in material resources as yet undeveloped, and only waiting the magnificent growth which will surely follow the investment of capital, and the construction of avenues of commerce. The minority will never consent that there shall be any limitation to rail, road building in any part of North Carolina, or that any unjus restrictions shall hamper the investment of capital within her borders? It will always resist an order that one portion of the State shall be favored with laws inviting capital and development, and another shall be thwarted by new and unjust restrictions. Since the meeting of the committee the majority, without calling its members together, have seen fit to make new amendments and have recommended that this original section eight be stricken out. The death bed repentance is unmistakable evidence that the majority is beginning to appreciate and to comprehend the inquitous provisions of the bill, but as the eighth section is still before the House until stricken out by its order, it is deemed best to permit the above report concerning it to remain. The new section eight is a marvel of singular legislation. In order to protect the interest of the private stockholders of the North Carolina Railroad Company by a provision in section twelve, in its charter at the first general meeting of the stockholders, it was enacted that no legal meeting could be held unless one hundred individual stockholders should be represented.

This provision was commended in the argument before the committee as a salutary one, without which the private stockholders would be at the absolute mercy of the vote of the State's proxy. Although this charter was passed before 1868 and is a contract between the State and the stockholders, which cannot be altered without their consent, it is seriously proposed to pass this section declaring in effect that if any stockholder shall think it unadvisable to attend a meeting, and shall communicate this intention to another in such a way as to amount to a suggestion that that other should not attend the meeting, this would be a combination, and both could be imprisoned in the common jail.

The private stockholders are to be coerced by threats of indictment. The section is hastily drawn, and if carried into effect would prevent any railroad incorporated in this State from holding any stockholders' meeting outside of the State, even though it was chartered in another State also. For instance, the Seaboard & Roanoke could not hold a stockholders' meeting in Virginia, because it is chartered in North Carolina. Legislation should be carefully considered and not be couched in such general and far-reaching terms as to have results not anticipated by its author.

The title of the bill makes no allusion to its real object, which is legislation intended to annul the lease of the North Carolina Railroad to the Southern Railway Company. It is not until the ninth section is reached that this is made apparent.

The ninth, tenth and eleventh sections of the original bill may be considered together.

By section nine the Governor is sought to be empowered to bring a civil action in the name of the State for the purpose of declaring null and void the lease of the North Carolina Railroad Company to the Southern Railway Company. It was not contended (except inferentially by Mr. Graham, the President of the Alliance) that it would be to the interest of the State to operate the North Carolina Railroad itself. But it was vehemently urged that the amount of the rental required to be paid by the lease to the Southern Railway, executed in August, 1895, was inadequte; that the execution of the lease was premature and that its term was too long.

The counsel for the Seaboard Air Line system, which is the title of the various railroad companies controlled by the Seaboard and Roanoke Railroad Company, contended that the interests of the State would be best subserved by a lease of the North Carolina Railroad to the railroads composing that system; others declared that if the lease should be declared void, in all probability a larger rental could be secured, either from the present lessee or some other corporation. The minority of your committee do not feel that it is necessary to discuss the right of the North Carolina Railroad Company to make a lease of its property and franchises. This matter has been before the Supreme Court of North Carolina upon three separate occasions, in reference to the validity of a lease to the Richmond and Danville Railroad Company for thirty years, and upon three several occasions the Supreme Court of North Carolina has decided that such lease was valid—once in the 72d N. C. Reports, once in 73d and once in 116th. No authority was cited to the committee on which any distinction was drawn between the power to lease for thirty years and the power to make a lease for a longer period; and from the ability of the counsel engaged in the discussion, it may be safely presumed that no such authority can be found. If the North Carolina Railroad Company in 1871 was empowered to make a lease for thirty years, the minority of your committee do not think that the contention can now be upheld, that the lease executed in 1895 was beyond the power of the corporation executing it.

The objection that the action of the directors and stockholders of the North Carolina Railroad Company in consenting to and executing the lease was fraudulent in law does not seem to the minority of your committee to rest upon any basis of fact. The President of the corporation appeared before the committee and gave a straightforward account of the circumstances attending the execution of the lease in the presence of almost the entire membership of the Board of Directors. The high character and general business ability of these directors was not called in question. In 1895 the Southern Railway determined to change its terminus from West Point to Norfolk and the necessity for its renewing its lease of the North Carolina Railroad, or of entering into a contract with some other line, in order to reach the desired terminus at deep water, became apparent.

From Greensboro westward, a route making a through Southern connection via Charlotte, was also within the control of the Company to be obtained by the construction of a few miles of railroad between Mocksville and Statesville or Mooresville, and there was no power lodged in the Board of Directors of the North Carolina Railroad Company to prevent the speedy construction of this line. Under the lease of 1871 the lessee was required to turn over the railroad at the expiration of its lease, in the same condition as it was received, and if the lease was not renewed it was the right of the lessee to replace the property in the condition in which it was in 1871, altogether unfit for the present requirements of transportation. Taking everything into consideration, the minority of your Committee are of the opinion that in their action the directors acted wisely for the State and the private stockholders. In view of the control over the rates of transportation vested in the law-making power, and in the railroad commission appointed to supervise and regulate this matter, in view of the tendency of all investments to bear a constantly diminishing rate of interest, and in further view of the fact that if the transportation through North Carolina shall become heavier in the future than it has been in the past, in all human probability roads substantially parallel will be constructed across the State, bringing development and progress to the communities through which they shall pass, the minority of your committee are of the opinion that the length of the lease commends it to the approval of investors and is an added element of value. While it is true that a highway across the State, if unhampered by competition, and allowed to charge remunerative rates, would be of increasing value as the years go on, it is as certain as anything in the future can be, that with the increase of income other roads would be constructed and the rates lowered and the minority of your committee, abhoring a monopoly and believing that the greatest good to the greatest number would be best subserved by free and unrestricted competition, would not think it wise for the State to insist upon a monopoly because it happened to be a stockholder in the corporation. It should claim no monopoly which it would deny to its citizens. For these reasons the minority does not believe that the length of the lease is an objection; but, on the contrary, that it secures the State in a revenue for generations to come. The private stockholders, almost without exception, earnestly favored and now favor the lease, and especially commend its long term.

To the suggestion which has been made that the Seaboard Air Line would give a larger rental, it may be said in the first place that no offer was before the committee or made to the Governor which was susceptible of legal enforcement; that the letter of President Hoffman was accompanied by a demand for restrictive legislation upon the lines of the bill in the previous sections already discussed, which the minority of your committee think should not pass. The only suggestion of an increased rental came from a competing line, and would be in direct conflict with the bill introduced by a member of this committee, which has already passed this House with substantial unanimity, and which, it is believed, will soon be enacted into a statute.

Even if such statute should not be enacted, the courts have held that it is contrary to public policy and contrary to the genius of free institutions that competition should be crushed.

That the Seaboard Air Line system is a competing line was not questioned before the committee. For a short part of its distance it runs parallel with the track of the North Carolina Railroad and upon its right of way. The two systems compete in Raleigh, Durham and Cary on the North Carolina Railroad for all northbound and southbound business, and each has its terminus and is strongly competitive in Charlotte. At Henderson the Seaboard and the Southern are sharp and avowed competitors, and in many cities outside of the State. In Greensboro by connecting lines they compete. In short, if the case decided by the Supreme Court of the United States, cited before the committee and unquestioned on the argument—Louisville & Nashville Railroad against Kentucky—is good law, there can be no question of the fact that the only offer comes from a competing line, and could not be accepted. It is virtually conceded in the message of his Excellency, because he asks that the State may make an exception to its policy in this instance. Upon what possible ground shall the State be asked to set aside the law and its just policy in favor of the Seaboard Air Line?

Whether this offer is made in good faith or not the minority of your committee have no means of knowing. Certainly if the stock of the North Carolina Railroad Company, when a lease of seven per cent was effected, was worth $135 per share, if there should be any reasonable probability of securing a lease which would justify the payment of ten per cent. upon the stock the value of the stock should certainly at once rise to at least $175 per share. And yet the impartial financial centers of the country, absolutely without prejudice and looking at the matter purely from the standpoint of investors, show their opinion of their good faith of the offer by permitting the stock to decline very rapidly as soon as the Seaboard becomes a competitor. In view of the fact, therefore, that this offer (and this was admitted in the argument) is not binding upon the person making it, and that if it was made in good faith and conld be accepted, it would grant to a single corporation a monopoly of the transportation business in a large section of the State, the minority of your committee would not hesitate to advise the rejection of the proposition. Therefore, even if the bid were made upon proper guarantees and the minority were of the opinion that a lease could be secured to the railroads composing this system of this road, it would, in its opinion, be invalid at law as against public policy, even if the bill now on its passage through the Legislature should not be enacted into a statute. It is hardly necessary in this connection to enlarge upon the advantages which accrue to any section by the operation of a great trunk line as compared with a merely local line.

To dissever Western North Carolina from its through connections, by the lease of the North Carolina Railroad to a rival line, would be to turn back the hands of the clock of progress fifteen years. Instead of safe, swift and well equipped through trains, running upon through schedules northward to the metropolitan cities, eastward to Norfolk, westward to Chicago and southward to Atlanta and beyond, local trains would "drag their slow length along." The development of the mountain and Piedmont section since it has been given connection upon through trains, is a source of pride to the people of the entire State. All this would be checked in order to gratify the damages of a rival line, which is no doubt engaged with great usefulness in building up the towns along its own line in eastern and central North Carolina.

In addition to this, even if the offer of the Seaboard system were made in good faith, the North Carolina Railroad Company is in no position to accept it. We are confronted by the fact that the road has already been leased by the unanimous action of its board of directors with the unanimous approval of its stockholders, and in conformity to its charter as construed by the Supreme Court of North Carolina. Large sums of money have been expended by the lessee in the erection of permanent improvements and large sums received by the State under its lease. Under these facts vested rights have accrued and they cannot now be disturbed. The minority of your committee knows no way in which under the forms of law, or consistent with the honor of the State, such a contract could successfully be avoided.

It must be kept in view that the Southern Railway Company has never entered into any contract with the State. The lease is made by one railroad company to another. The State's only connection with the matter is that it is a large stock holder in the lessor company, the North Carolina Railroad Company, and its stock, through the proxy legally appointed voted, in favor of the lease. The directors appointed by the State unanimously voted to make the lease. How can it be urged that the State desire to break a contract legally entered into? The allegations of fraud were totally without proof and fell to the ground as baseless imputations upon honorable citizens.

Without going further into detail or recapitulating the objections already urged, it is submitted that the bill as a whole, as in all its parts, is dangerous legislation. There should be, and doubtless will be, legislation requiring foreign corporations to become corporations of this State, and this will cure every evil complained of.

The minority of your committee, therefore, respectfully recommend that the enacting clause be stricken from the bill.

E. A. AIKEN.

The Condition of the Ohio River.

Cincinnati, Feb. 11.—The Ohio is now falling from Pittsburg to Portsmouth. The tributaries are also falling.

At Cincinnati it was at a standstill at midnight, registering forty-four feet, seven inches, within five inches of danger line.

There is an ice gorge at Evansville extending from two miles below the city to seven miles above it. The water gauge stood at thirty-four feet last night and rising two inches an hour.

This is the first gorge at Evansville in its history. The tow-boat Penguin, lying at the mouth of Pigeon Creek, was caught by the ice and carried against the Louisville and Nashville bridge. The boat was badly damaged and the crew narrowly escaped drowning. The Cincinnati and Memphis line steamer, State of Kansas, bound for Cincinnati, is at the foot of Henderson Island, ten miles below Evansville, and is reported in a safe position.

Outlaws and Sheriff's Posse.

Houston, Texas, Feb. 11.—A dispatch from Menardsville, tells of a desperate encounter near that place between outlaws and a sheriff's posse. J. C. Johnson, alias J. R. Smith, and Jim Crane were killed by the posse. Another man named Underwood was shot through the thigh and backbone and will die. The fourth outlow, though wounded, managed to mount a horse and escape.

A Newspaper in the Toils.

Washington, Feb. 11.—The State Department has learned that Correspondent Scovel must be tried at Sancti Spiritus where he was arrested. The trial will be before a civil tribunal and in case appeal is made it will probably be heard at Havana. This information is understood to be satisfactory to officials.

The Weather.

Washington, D. C., Feb. 11.—Virginia: Threatening and rain; slightly warmer in the eastern portion; easterly winds.

North and South Carolina: Threatening and occasional rain; warmerr; easterly, shifting to southerly winds.

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THOSE RESOLUTIONS

Adopted by the Emancipation Association.

THEY WANT MORE RECOGNITION

"EQUAL RIGHTS TO ALL—SPECIAL PRIVILEGES TO NONE.

Several Pending Legislative Measures Commended—The Colored Man's Position on the Question of Education.

To the President and members of the Emancipation Association:

We your Committee on Resolutions, beg leave to submit the following report:

First. We rejoice in the progress along all lines of human endeavor made by the race during the past year.

We take especial pride in the interest shown in the proper celebration of the Emancipation Proclamation—the act which meant more to our race variety than any other act during five centuries.

Second. We are pleased at the gratifying evidences of progress along industrial, moral, educational, political and religious lines, as shown by the race in all sections of the State. There is an evident decrease of crime as shown by the court records, and an indisposition to enter the courts for the settlement of every trivial affair, as was the custom in the not distant past. The change is beneficial from economical as well as racial standpoint. We congratulate the race as a whole upon such substantial evidences of improvement, and would advise that we exert every possible influence to lessen the criminal record of the race in the State, that we may not be regarded as the criminal class as has been charged against us.

Third. We heartily commend the measure of Senator W. Lee Person, looking to the prevention of the leasing of convict labor employed in competition with free labor. We do not think the law should provide to make honest men paupers in order that criminals be employed. While we favor employment for convicts, such employment should not be brought in competition with honest labor of the State.

Fourth. We favor the legislation looking to the establishment of a Reformatory for youthful criminals. We regard this as the most valuable and far-reaching legislation proposed during this session of the Legislature, in that it proposes to provide a remedy for the evil of herding youthful and hardened criminals together in the Penitentiary to the ruin and destruction of such youthful criminals.

While the Reformatory will fit them for lives of usefulness, the Penitentiary with its associations prepares them only for lives of infamy.

Fifth. We candidly believe if the State is going to pension anybody it ought not draw the line of race, color or condition. Therefore, if persons who aided the Confederacy are to be pensioned, the negroes who threw up breastworks and risked their lives under stress of circumstances should receive the same benefits if they suffered injury as the regular soldier. While we have opposed all pensions to Confederate soldiers, yet if they must be given let all who participated share, and share alike.

Sixth. We favor the bill providing for the establishment of a Training and Industrial School carrylngan appropriation of $5,000 per annum. It deserves to be passed promptly. Its purpose is for the proper training of the teachers of the State and the great need of such Institution is everywhere recognized. The State needs to better support the colored educational work if it would foster and sustain its highest and best interest.

We have lost nothing of our zeal in opposition to lynch law as practiced in this country. The strong arm of the government should be interposed in behalf of law and order against this spirit of mob violence which is alike a stigma and disgrace on the proud escutcheon of our commonwealth and the nation itself. We therefore heartily endorse and commend the bill introduced in the Senate by Senator W. Lee Person of Edgecombe county, looking to the remedying of this evil which seems to be a panacea for the atrocities complained of, and which, if passed, would put an end to lynch law in this State.

Resolved, That it is the sense of this meeting that our women and well-behaved colored citizens living in and traveling to and through Raleigh and being subjected to the "Jim Crow treatment" practiced on first class passengers at the Union Station in Raleigh, and that having appealed for more than three years to the railroad authorities and having done all that peaceable and honest citizens can, that we here and now appoint a committee of seven men to take the matter immediately before the Railroad Commissioners and demand that there be no discrimination against passengers except those based upon good and bad behavior and first and second-class passengers.

Resolved, That it is the sense of this convention that the statute in regard to drawing jurors to serve in the courts of the State should be so amended as to prevent, in practice, any discrimination on account of color.

We favor Senate bill 211, which makes larceny of property of a less value than twenty dollars punishable as a misdemeanor.

We declare our sympathy with the Cuban insurgents in their efforts to establish their independence and to throw off the tyrannical yoke of the Spanish government. The courage of their leaders is deserving of much praise.

The lamented Maceo who outgeneraled the sagacious Weyler and defeated him in numerous engagements is the modern Touissant L' Overteure. And we believe that the record which this most illustrious hero has left behind will yet awaken within those nations which are now standing quietly by, a sense of duty and a spirit of humanity which will result in the cessation of those diabolical outrages and the liberating of his innocent and oppressed countrymen from the galling yoke of a Spanish oppressor.

We heartily endorse the A. & M. College at Greensboro under the Presidency of J. B. Dudley, and the work it is to represent. This institution is deserving of the best support of the State and should be made equal to the work for which it was organized; and so being, should receive the patronage to which it is entitled.

We think the Legislature should arrange for the appointment of a colored superintendent of the Eastern Insane Asylum at Goldsboro.

We favor also the appointment of a colored physician resident at the Colored Deaf and Dumb Institute at Raleigh, and a fair proportion of the officers at the penitentiary. We ask for the above appointments knowing well that the race has within the State competent men to fill all of the above named places. And on the grounds further that the control of these offices has been obtained largely through the instrumentality of the colored votes of the State, which approximates one hundred and twenty thousand out of a total vote of one hundred and fifty-five thousand.

And we earnestly insist that this large colored vote in the State should receive a due representation.

We would also remind our Republican and Populist friends that the colored vote of the State cannot longer be massed in favor of any party that denies to it a just share of the honors and triumphs of such a victory as was achieved in the last election.

T. L. Taylor, J. L. Montgomery, John C. Dancy, Dr. J. E. Shepard, Rev. Joseph Perry, Jordan Dancy, G. C, Scurlock, H. A. Quick.

PROF. P. W. MOORE, Ch'man.
A. W. SCOTT, Sec.

The following officers were elected for the ensuing year:

President, Rev. R. H. W. Leak.
Vice-President, W. C. Coleman.
Second Vice-President, W. Lee Person.
Third Vice-President, R. B. Russell. (Editor.)
Secretary, Dr. J. E. Shepard.
Secretary, Scotland Harris.
Secretary, S. A. Blount.
Treasurer, Hon. John C. Dancy.
First District—Executive Committee, Prof. P. W. Moore, Prof. L. R. Randorf, J. W. McDonald.
Second District—Jordan H. Dancy, S. H. Vick, Rev. C. Dillard.
Third District—A. R. Middleton, G. C. Scurlock, W. W. Lawrence.
Fourth District—Senator W. B. Henderson, J. H. Young, Lawyer E. A. Johnson.
Fifth District—Prof. J. B. Dudley, T. L. Taylor, M. N. Corbett.
Sixth District—W. H. Quick, E. M. Green, J. S. Leary.
Seventh District—Dr. W. H. Goler, J. L. Montgomery, H. C. Denny.
Eighth District—S. G. Atkins, Howard Coleman, A. Carson.
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First—John F Newsom, 225 Blount st.
Second—T. E. McCaskey, Branson House, room 10.
Second—N B Yeager.
Third—James M. Early, Mrs. Ray's, Salisbury st.
Fourth—E T Clark, Mrs A M Clark, cor Bloodworth and Polk sts.
Fifth—W Lee Person, 515 South Blount st.
Sixth—A J Moye, Mrs Hutchings, 14 Martin st.
Seventh—J T Sharpe, Mrs Hutchings, West Martin st.
Seventh—J. F. Mitchell, Mrs. Whitley's, 122 New Berne ave.
Eighth—G. L. Hardison, 114 West Martin st.
Eighth—W T McCarthy, 138 West Hargett st.
Ninth—R G Maxwell, 32 Park.
Ninth—H L Grant, Park Hotel.
Tenth—George C. Cannon, Harrison House.
Eleventh—W B Henderson, 320 South Blount st.
Twelfth—C H Utley, Mrs Ellington, 226 Newbern ave.
Thirteenth—E. S. Abell, 118 North Wilmington st.
Fourteenth—Geo E Butler, 454 Fayetteville st.
Fourteenth—E N Roberson, Mansion House.
Fifteenth—Augustus Shaw, refused to tell.
Sixteenth—J McP Geddy, Mansion House.
Seventeenth—Dr. Wm. Merritt, 603 Wilmington st.
Eighteenth—E. S. Parker, Mrs. Smith, 118 North Wilmington st.
Eighteenth—J. E. Lyon, 326 Newbern ave.
Nineteenth—James W. Atwater, Mrs. M. H. Brown, 603 South Wilmington st.
Twentieth—J. A. Walker, 603 South Wilmington st.
Twenty-first—A M Scales, 305 Hillsboro st.
Twenty-second—Dr. D. Reid Parker, Dr. W. H. Bobbitt, cor. Hargett and Dawson sts.
Twenty third—D A Patterson, 120 Fayetteville st.; W. H. Odom, 120 Fayetteville st.
Twenty-fourth—C. D. Barringer, 213 West Martin st.
Twenty fifth—Dr. J. B. Alexander, Mrs. Evans, 104 North McDowell st.
Twenty-sixth—S A Earnhardt.
Twenty sixth—J. A. Ramsay, Miss Jennie Miller, cor. Person and New Berne ave.
Twenty-seventh—S. F. Shore, Hotel Florence.
Twenty-seventh—A. C. Sharpe, Mrs. M. H. Brown, 603 Wilmington st.
Twenty-eighth—Rev. J. A. Ashburn, Hotel Florence.
Twenty-ninth—L H W Barker, Exchange Hotel.
Twenty-ninth—Milton McNeil, D T Johnson, Hillsboro st.
Thirtieth—J M Dickson, Mrs Gulick, 425 ——.
Thirty-first—James L Hyatt, Florence Hotel.
Thirty-first—E F Wakefield, 16 Branson House.
Thirty-second—M H Justice, 305 Hillsboro st.
Thirty-second—J T Anthony, 305 Hillsboro st.
Thirty-third—George H. Smathers, 527 South Salisbury st.
Thirty-fourth—H S Anderson, Mrs Tucker, Fayetteville st.
Thirty-fifth—J. F. Ray, Park Hotel.

HOUSE OF REPRESENTATIVES.

S A White, Alamance, 404 Hillsboro street.
J W Watts, Alexander, ——
H F Jones, Alleghany, 425 Wilmington street.
James E Leak, Anson, ——
Spencer Blackburn, Ashe, Park Hotel, Room 47.
H E Hodges, Beaufort, Branson House, Room 10.
K W White, Bertie, Harrison House.
Sidney Meares, Bladen, 120 Fayetteville street.
W W Drew, Brunswick, ——
V S Lusk, Buncombe, Park Hotel.
W G Candler, Buncombe, ——
J H Pearson, Burke, Mrs Bagley's, E South street.
A F Hileman, Cabarrus, ——
J L Nelson. Caldwell, Park Hotel.
J E Burgess, Camden, ——
E C Duncan, Carteret, Park Hotel, Room 61.
C J Yarborough, Caswell, ——
L R Whitener, Catawba, Branson House, Room 2.
J E Bryan, Chatham, ——
L L Renn, Chatham, ——
D W Deweese, Cherokee, Mrs. Tuckers, Fayetteville street.
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Wm Plott, Clay, ——
B F Dixon, Cleveland. ——
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W. P. Wemyss, Cumberland, Harrison House.
W. H. Gallop, Currituck, ——.
G. C. Daniels, Dare, Harrison House, Room 9.
J. R. McCrary, Davidson Park Hotel.
W. A. Bailey, Davie, ——.
Maury Ward, Duplin, 138 cor. Jones and Dawson streets.
J. W. Umstead, Durham, 326 Newbern Avenue.
J. H. Dancy, Edgecombe, 515 South Blount street.
E. Bryant, Edgecombe, 515 South Blount street.
J. L. Grubbs, Forsyth, Florence Hotel, Room 6.
W. P. Ormsby, Forsyth, Hotel Florence, Room 6.
W. T. Barrow, Franklin, ——.
S. M. Wilson, Gaston, ——.
T. H. Rountree, Gates, Branson House, Room 17.
John Dayton, Graham, ——.
W. H. Crews, Granville, 409 South Blount street.
John King, Granville, ——.
W. R. Dixon, Greene, Mrs. Hutchings, Martin street.
B. G. Chilcutt, Guilford, Harrison House, Room 18.
J. C. Bunch, Guilford, ——.
Scotland Harris, Halifax, 515 South Blount street.
J, H. Arrington, Halifax, ——.
L. B. Chapin, Harnett, 110½ Fayetteville street.
James Ferguson Haywood, Mrs. Bagley's, E. South street.
J. B. Freeman, Henderson, Mrs. Tucker, Fayetteville st.
Starkey Hare, Hertford, 225 Newbern Avenue.
John G Harris, Hyde, Harrison House
John R McLelland, Iredell, Park Hotel.
J A Hartness, Iredell, ——
J B Ensley, Jackson, Miss Jennie Miller, corNewbern avenue and Person St.
Claude W Smith, Johnston, Park Hotel
C M Creech, Johnston, 326 Newbern avenue.
H F Brown, Jones Park Hotel.
E P Hauser, Lenoir, 116 Morgan street.
L A Abernathy, Lincoln, Mrs Smith's, Hillsboro street.
—— Lyle, Macon, Mrs Bagley's, 125 South street.
J W Roberts, Madison, 227, cor Edenton and Person streets.
C C Fagan, Martin, Branson House, Room 10.
J A Conley, McDowell, ——
W P Craven, Mecklenburg, 104 N McDowell street.
Sol Reid, Mecklenburg, Mrs. Smith's, Wilmington street.
—— Ransom, Mecklenburg, Mrs Smith's, Wilmington street.
L H Greene, Mitchell, ——
J A Reynolds, Montgomery, Harrison House, Room 12.
W H H Lawhon, Moore, 310 Newbern avenue.
Van B Carter, Nash, cor Salisbury and Martin streets.
D B Sutton, New Hanover, Harrison House, Room 2.
J T Howe, New Hanover, ——
N R Rawls, Northampton, ——
R Duffy, Onslow, ——
A R Holmes, Orange, 120 E Hargett street.
C M Babbitt, Pamlico, ——
W G Pool, Pasquotank, Park Hotel, Room 15.
Gibson James, Pender, Mrs. Smith's, Wilmington street.
J H Parker, Perquimans, Branson House.
John S Cunningham, Person, Park Hotel, Room 68.
Slade Chapman, Pitt, ——
E V Cox, Pitt, Park Hotel.
Grayson Arledge, Polk, Harrison House, Room 19.
J J White, Randolph, Branson House, Room 9.
J M Allen, Randolph, Branson House, Room 9.
Y C Morton, Richmond, ——
Claudius Dockery, Richmond, Park Hotel, Room 58.
D E McBryde, Robeson, 117 Fayetteville street.
Wm. J. Currie, Robeson, ——
A E Walters, Rockingham, Park Hotel, Room 68.
R P Foster, Rockingham, Mr Brown's, corner South Wilmington and East Lenoir streets.
J W McKenzie, Rowan, ——
Walter Murphy, Rowan, 310 Hillsboro street.
Lindsay Purgason, Rutherford, Branson House, Room 7.
C H Johnson, Sampson, 326 Newbern avenue.
R M Crumpler, Sampson, 326 Newbern avenue.
E F Edins, Stanley, 519 East Jones street.
R J Petree, Stokes, 305 Hillsboao street.
J M Brower, Surry, ——
Jos H Cahey, Swain, Mr Brown's, corner South Wilmington and East Lenoir street.
E A Aiken, Transylvania, J J Johnson, corner Blount street and Newbern avenue.
Abner Alexander, Tyrrell, Branson House.
J. N. Price, Union, ——.
M. M. Peace, Vance, 320 South Blount street.
J. H. Young, Wake, 310 corner Fayetteville and Martin streets.
J. P. H. Adams, Wake, ——.
James M. Ferrell, Wake, Mrs. Tucker's, Fayetteville street.
C. A. Cook, Warren, 329 Hillsboro street.
L. N. C. Spruill, Washington, Harrison House, Room 8.
Thomas Bingham, Watauga, ——.
T. B. Parker, Wayne, 425 Wilmington street.
J. E. Person, Wayne, Branson House, Room 2.
C. H. Somers, Wilkes, Harrison House.
J. Q. A. Bryan, Wilkes, Harrison House, Room 7.
B. T. Person, Wilson, ——.
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RALEIGH, N. C.
Commenced Business September 30, 1891.
Statement of Condition December 31, 1896.

CAPITAL STOCK,	$100,000.00
SURPLUS FUND,	16,000.00
NET UNDIVIDED PROFITS,	8,708.47
DEPOSITS,	330,033.23

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FRIDAY, FEBRUARY 12 1897.

WILL THE SEABOARD BID?

In his letter to the Governor, dated February 2, proposing to submit a bid for the lease of the North Carolina Railroad, Mr. R. C. Hoffman, President of the "Seaboard Air Line System," says: "Our company would be willing to lease the property in its entirety upon a basis of the legislation now proposed." But the legislation that was proposed when Mr. Hoffman wrote that letter is not the same as the legislation proposed at this time. It was proposed then to tie up the Southern Railway so as to compel it to use the North Carolina Railroad, whether the lessee thereof or not. In that case the Seaboard could afford to bid high for the road, knowing full well that it could collect tribute enough from the Southern to make a profit on the transaction.

In the substitute proposed by the special committee of the House, the entire section prohibiting the Southern Railway from extending its branch roads so as to parallel the North Carolina Railroad is stricken out, leaving the Southern free to establish a new line from Charlotte to Greensboro, which would afford it a new route across the State by constructing a short connecting link between Mocksville and Mooresville. Connection between Atlanta and Washington would then be complete, independent of the North Carolina Railroad. It would be an easy matter to establish connection with Norfolk via Danville, and then the Southern could handle its through business without sending a train over a single mile of the North Carolina Railroad track.

The Seaboard Air Line does not want the North Carolina Railroad upon a basis of any such legislation as that. The Seaboard people are sagacious enough to know that the North Carolina Railroad cannot be operated profitably except as a link in a trunk line. The Seaboard could not make such use of it, for the reason that it has no connections with the road to suggest such use of it. The Seaboard could not use the road except for local traffic, with the through business of the Southern cut off, and it needs no one to tell it that a local road, leased at a rental of ten per cent. on its estimated value, would prove a losing investment.

No risk is assumed in making the assertion that the Seaboard will not bid for the lease of the North Carolina Railroad if the committee's substitute is enacted into law. Mr. Hoffman distinctly told the Governor that his company would be willing to bid on a basis of the legislation then proposed. The Seaboard would not want to lease the road at any price upon a basis of the legislation proposed at this time.

AND so the Governor thinks that ex-Gov. Carr, President Alexander and the eight members of the North Carolina Railroad Company are guilty of "fraud before the law and in morals." This is a grave charge, and the North Carolina officials feel the force of it and have demanded an investigation at the hands of the Legislature.

The Governor can't win his case, able lawyer as he is, on a line of abuse and charges of fraud. He weakens his cause by such a course. A cause that has nothing to support it but that line of argument, is certainly a weak cause and must fall of its own weight.

COURTING COMPETITION.

The efforts of the Seaboard Air Line to promote competition in transportation on Chesapeake Bay form a very interesting chapter of recent history. The laudable efforts of Mr. R. C. Hoffman, President of the Seaboard Air Line, in this behalf, began as early as June 18, 1895, when, having heard, as he said, that the Southern Railway contemplated transferring to Norfolk the business previously handled at West Point, he wrote a letter to Mr. Samuel Spencer, President of the Southern, offering the services of the Bay Line steamers to handle the traffic of the Southern between Norfolk and Baltimore. Mr. Spencer could not see the point of giving over the water transportation business of the Southern to a competing rival; but, willing to make concessions in the interest of harmony, be proposed to consolidate the Southern's steamboat business on the bay with the Bay Line, and let the consolidated lines go into the hands of independent management, in order that the two railways might be served impartially by a water transportation company having no interest either, or no more interest in one than the other. This did not suit Mr. Hoffman, as he wanted to keep the Seaboard's bay traffic in the hands of a steamboat line under the control of his company, a privilege he was unwilling to concede to the Southern, although the business which the latter proposed to handle between Norfolk and Baltimore was the business which it had already built up between West Point and Baltimore on its own line of boats plying between those points.

Failing in his effort to pursuade the Southern to turn over its traffic on the bay to the Seaboard's steamboats, Mr. Hoffman next suggested that the business be given to the Merchants' and Miners' Transportation Company, an independent line; but Mr. Spencer thought that it would not be just to his company to give its business over to a neutral company while the Seaboard continued to handle its own business on steamers under its control. Besides, the Southern had large investments in ships and terminal facilities, which it was not disposed to sacrifice even for so praiseworthy an object as securing the good will of the Seaboard Air Line.

The fear that seemed to haunt the mind of Mr. Hoffman was, that by establishing a new line of steamers on the bay, or more correctly, by transferring its West Point steamers to Norfolk, the Southern would demoralize the bay transportation business. Mr. Spencer proposed to meet this objection by offering to allow the Seaboard to name local rates for bay traffic and agreeing "to maintain them absolutely under any and all circumstances until after they shall have been disturbed by others, or until demoralization in other quarters shall be inaugurated by others." This agreement was kept by the Southern to the letter. But the Seaboard would be contented with nothing less than a rule or ruin course, notwithstanding its policy "to court legitimate competition with other transportation companies." In pursuance of this policy, the Seaboard declared war upon the Southern and proceeded to demoralize the rates which it pretended to be so anxious to maintain, extending its rate-cutting to points far beyond the terminals of the respective steamboat lines.

And the Seaboard Air Line is here, in the person of its attorneys and other representatives, asking the North Carolina Legislature to give it an opportunity to exemplify the beauties of its plan of courting legitimate competition on a larger scale!

THE meetings held in different parts of the State protesting against the passage of the pending bill to annul the North Carolina lease, ought to warn the legislators that their constituents propose to hold them responsible for their legislative acts. Such belong to them and not to the individual Representative. He is their public servant, and when he was on the stump no doubt became profoundly eloquent upon the duties of said servant.

"SATISFACTORY EVIDENCE."

In the second section of the rail road bill it is provided that when a foreign railway corporation applies for license to do business in this State, it shall furnish to the Secretary of State "satisfactory evidence that the proposal" embraced in its application "is authorized by the corporation applying for the license." That is intended for the Southern Railway, because, under the provisions of the bill it cannot operate a mile of railway in North Carolina without first taking out a license. Suppose we admit that the proposition is fair and right; what then? Why, it ought to be applied to any railroad "company" or "system" that comes to the Legislature asking that a contract be set aside in order that it may have an opportunity to secure possession of the property covered by the contract. That would fit the Seaboard Air Line. Why not feed the Southern and the Seaboard out of the same spoon? No one will dispute the fairness of that proposition.

If the Southern Railway, a solvent corporation, is to be required to furnish satisfactory evidence that its application to take out a license for twenty years, at a cost of five hundred dollars for the term, is approved by its stockholders or directors, should not the Seaboard Air Line, a "system," that is not a corporation at all, be required to furnish satisfactory evidence that its proposition to lease railroad property for twenty years, at a rental of four hundred thousand dollars a year, is authorized by the "system," or by the corporations which it represents?

WE LIKE SUCH MEN.

We like courage. We like a man who has the courage of his convictions, and it is perfectly logical then for us to like and admire Congressman Pearson. In the heat of this lease fight, when men hesitate to express their convictions, Mr. Pearson boldly expresses his.

"I am not afraid to be quoted," he said, "and you can say in THE TRIBUNE for me that the two things that impress me most in the pending railroad bill are that the Governor is authorized to sell the State's stock for two millions, when the stock has now a market value of 135, and therefore is worth over four millions. That the strongest advocates of the bill cry aloud and constantly against monopolies, and yet they propose a measure that not only creates a monopoly, but cuts in two one of the competing lines, and aunuls all charters which authorize any form of competition.

"The question of dollars and cents in the annual rental is lost in the far greater questions of communication and transportation, which constitute the original motion of the investment by the State.

"The North Carolina Railroad was built by our fathers to develop the resources of the State, and not to make money by the operation of the road. The bill, if passed, will lower the value of every square inch of land from Charlotte to Danville and from Rutherford to Wilmington, and of all the industries in that territory.

"I can't approve a measure of revolution and destruction nurtured in a burning thirst for revenge and power."

We reproduce the above extract from an interview had with Mr. Pearson by our able Washington correspondent, Mr. Hussey. In these times, when it tries men's souls, it is refreshing to find men bold, clear, and who have the courage to stand up and speak out in meeting.

WHY should people interfere with other people's business. The private stockholders of the North Carolina Railroad, *almost to a man, woman, child, public and charitable institutions approve the lease.* These are investors, and to legislate against them does an injustice, and what right has Governor Russell, the Seaboard Air Line, or any other man or corporation, to discriminate against these people? Do these people know of anybody in the State, except a few newspapers that have been deprived of their railroad passes, contending for the passage of the bill to annul the lease? Not much.

Tomorrow, February 12th, at 8 p. m., Miss Helen Morris Lewis, President of the North Carolina Equal Rights Association, will deliver an address on "Woman Suffrage" in our Hall of Representatives. The public are cordially invited to be present. Admission will be free to all. Miss Lewis has the reputation of being a gifted orator, so that even those least interested in her subject cannot fail to be entertained by her discourse.

COL. BOYD THE MAN.

North Carolina is Entitled to It, and Ought to Have It.

Daily Record, Greensboro, N. C., February 10, 1897.

In the days of the late Hon. William A. Graham North Carolina was represented in the Cabinet, and when Mr. Graham was Secretary of the Navy he was appointed as a Whig, under a Whig administration.

North Carolina for many years was a Whig State, and during the late war many of her most gallant soldiers were Whigs of the deepest dye, or, members of Whig families. Since the war the "Whig" element has always been more or less protectionists, and internal improvement advocates. So much so that quite a number of people believe that if a vote were taken in North Carolina on the single question of a protective tariff, the State would give a surprisingly large vote in favor of such a policy. Such contend that our natural resources, all, more or less dependent upon foreign investments for larger developments, would be given an impetus by well directed and moderate protection and our general wealth would be augmented in a greater degree than by anything else.

Whilst North Carolina s less obtrusive than many of her sister States, in the matter of self-praise and adulation, it is nevertheless a fact that no State in the Union is more deserving of Federal recognition. She has had but little from the government, and complained but little, although other States less entitled to preferment have been greedy of Federal honors.

It is very evident that President-elect McKinley will select a Cabinet officer from either West Virginia, Tennessee or North Carolina, as the South's representative in his official family. Judge Goff, doubtless, would have been such person had he not declined, but his determination to remain on the Federal bench leaves the way open for McKinley to select some other gentleman. Could he do better than to come to North Carolina? If he wants a lawyer of ability, a gentleman possessing not only high executive ability, but a superiority greater than that of any other Republican in the State, a man who for the past eight years has been in season and out of season a devoted and untiring advocate of Mr. McKinley for President, who by his tongue, pen, pocket and time did more than any other person in North Carolina to secure the almost unanimous vote of the State at St. Louis, and who more recently was an active and powerful factor in the election of Senator Pritchard, and who now, more than any other man represents what is known as McKinleyism in this State. If these considerations move to action, then let Mr. McKinley place in his Cabinet Col. Jas. E. Boyd, of this city.

Col. Boyd's friends, neighbors and associates, who have known him as a boy, a soldier, and in more recent years as a man of affairs, and broad statesman-like views, recognizes his unquestioned fitness and high qualification for any post in the government service, which he would be willing to accept, and not only here but the State of North Carolina at large, would duly appreciate such a compliment paid the State by the President elect, the more especially so, when the honor would be bestowed upon a gentleman who for years as we have said, has been the loyal friend, ardent admirer, and uncompromising advocate and supporter of Maj. McKinley. The President elect would make no mistake if he chose Col. Boyd as the Southern member of his cabinet, and North Carolina would appreciate the distinction.

We have had it in mind for some time to say for Col. Boyd what is said in the above article, but we are delighted to see that the *Record* has forestalled us and has said it better than we could have said what we intended to say. We endorse every word said, and we wish to add, with what force we can, and urge that this southern appointment, if it comes South, come to North Carolina, and Col. Boyd is the choice of the Republican party of this State for such a position, and President McKinley will make no mistake in inviting Col. Boyd to his cabinet, and we will add that such an appointment, when made, will be a glad day for North Carolina, for there is no man, intellectually, politically, socially or otherwise, better equipped in this State or any other State, to fill such a position than Col. Boyd, and as an old Union soldier, who fought by the side of Major McKinley in the late war, we can but recognize the graceful act to extend to this gentleman the political hand of friendship, who was a gallant soldier in young manhood in the Confederate army.

WE take out of an ably written article, which appeared in the Goldsboro Argus of Feb. 6th, the following extract which will commend itself: "The State that would teach good morals to its people should itself be consistent. The State that says to its individual citizens, 'you shall not lend your money for more than 6 per cent.,' should itself abide within the bounds of reasonable morals when negotiating returns for its investments." * * * "If the tendency toward lower interest continues for the next century, at the end of this lease interest will be perhaps 1½ or, at most, 2 per cent. on long time contracts, and stock in the North Carolina Railroad will be worth $500."

This a National holiday, being Saint Valentine's day. "I wonder who sent this?"

B. Y. P. U. ADJOURN

Next Convention to Meet in Wilson.

THE SESSIONS LARGELY ATTENDED

MANY ABLE ADDRESSES HEARD YESTERDAY.

Delegates Attend the Anniversary at Wake Forest—The Governor's Courtesy Appreciated—An Encouraging Outlook for the Union.

Morning Session.

In the absence of Rev. M. L Kesler, Rev. J. Paul Spence conducted devotional services.

Report of Committee on Nominations:

For President—Dr. C. S. Blackwell.

Recording Secretary—S Ray.

Corresponding Secretary—Joe. F. Watson.

Vice Presidents—J Paul Spence, J. H. Gorrell, J. H. Tucker, W. E. Daniel. W. B Morton.

Executive Committee — Dr. C. S Blackwell, Rev. Jno. E White, Joe. F. Watson, J. H Kerr, J. B Carlyle, W. J. Martin, J. W. Bailey.

It was moved and carried that Rev. R. T Vann cast the vote of the convention for the officers and committee.

Dr. C. S. Blackwell acknowledged the honor conferred upon him and accepted in very appropriate words the great responsibility placed upon him.

Dr. A. E. Dickerson, at this point, made a few remarks He said that at first he was rather opposed to these organizations, but his lips were sealed when he remembered how it was when he was a boy. His pastor was as good a man as ever lived, and yet he gave the young but little encouragement. He could deliver a learned discourse on predestination or the final perseverance of the saints, but when Dr. Dickerson, a little boy, told him that he wanted to be a Christian, he said that the Lord would bring this about in good time Then after the speaker was baptized in spite almost of the older members, he told his pastor that he felt in his heart a yearning to preach God's Word, and asked him to call on him to pray some time. He replied, "Well, I'll think about it." Well, he thought about it for nearly six months, and when he did call on him, all that Dr. Dickerson could say was 'Oh, Lord," and "Amen,' so he said that. The speaker said he indulged in these personal reminiscences to show how the young were neglected when he was a boy.

Mr J W. Bailey made a short talk on the Baptist Historical Magazine The papers on the early history of the denomination in this State will be of incalculable value in a few years.

A letter was read from Rev. J Q Adams suggesting that the preachers who had experience with Unions in their churches devote some of their time to organizing Unions in other churches

The following gave their names as volunteers for this work: Revs. J A. Rood, T. J. Taylor, John E. White, J. D. Moore, S. J. Porter, S J. Montague, N E. Parish, R J. Kendrick, J. R. Moore, John A Shaw, J. G. Blalock and Mr. N. G. Shaw.

MR BROUGHTON'S COUNSEL

Mr. N. B. Broughton had charge of the discussion on "Practical Hints, Methods, Plans, Organization and Development." This part of the program was especially "for the benefit of those who have not yet organized the young people, and others who are meeting with difficulties." Mr. Broughton said that twenty five years ago the strong hold of the denomination was in the country. During these years it has been the aim and purpose of the denomination to establish Baptist churches in our towns and cities, to follow the railroads, until now, as a result of this policy largely, the churches in our rural districts have become weakened

This is shown by the inroads which the Mormons, Adventists and the Sanctificationists have made upon us in some sections of North Carolina. These are sections where our denominational papers do not circulate. Mr. Broughton then applied a practical test. In order to see how many country churches were represented in the convention, he asked all the pastors of country churches present to rise. Ten stood up. "How many of these churches have the young people's organization?" Three arose. "Does any one here know of a union in any country church in the State which is not represented here?' Only one was reported.

Mr. Owen said there was a Union at Fairview, N. C. "Now, we must have these Unions in the country churches," added the speaker, "for unless something is done to strengthen our country churches we are going to lose very materially in North Carolina. There are 10,000,000 boys and girls in the United States who do not attend Sunday-school. We must organize and gain the boys and girls, especially those in the country. To organize we must have organizers.

PROFESSOR SCOTT'S TALK.

Prof. Scott, of Shaw University, then spoke on this subject. It was a sad fact, he said, that there were so many young people in our country churches doing nothing. It is one thing to talk about putting these young people to work and another thing to accomplish this. These half-hearted, half interested young people must be organized. The local organization is the resistance point. Now, after the organization is made, some of the young people will ask, "What can we do?" Tell then first not to try to do everything, but encourage them to do something—something definite.

Some say that these unions will injure the church. Well, if the young people's gathering and praying and engaging in Christian work will spoil any church, then it ought to spoil. We must give the young the benefit of our errors. If our sons are not broader, more cosmopolitan, and less provincial than we are, we should consider that we have made a failure.

REV M E PARRISH SPEAKS

Mr Parrish said at Salisbury there were not many Baptists; it seemed that when the State was being populated the Baptists gave out when the Piedmont section was reached. In the organization of our young people lies the great latent force which is to free our mission board and our churches of their debts. No one rule or constitution will work in every place. In organizing a union the local needs should be consulted.

CHARITY WORK.

Editor Archibald J Hanson, of Charity and Children, spoke on "Charity work for our young people." He referred to the erroneous views of charity. Charity means helping some one, and remember man doesn't live by bread alone. He closed with a forcible plea for the orphanage.

Rev. Jesse McLaughan asked for aid in behalf of a church he was building in Halifax county.

Afternoon.

Devotional exercises were conducted by Rev. Jas. Long of Goldsboro.

Prof. E. L. Middleton of the City High School, spoke on "Religious life in our schools." The speaker said the question of religion in our schools has been long agitated, but never settled. It was recently manifest in the Manitoba dispute.

The aim of life is to be useful and good. In ancient times useful men lived. The boy of that age was the property of the State; he was trained and developed as few or none of us can be now, yet that boy was only half a man; they were good only for selfish ends; they could not look beyond their own country—all foreigners were barbarians. The love of God through Christ is necessary to give us the broader free view.

Teachers have a special opportunity for usefulness. They handle the children when their minds are plastic and tender. It is necessary for a teacher to give the children religious training, because in so many homes this is neglected so sadly Prof. Middleton thought the people wanted Christian influences in the public schools. We want the children to have Christ as their ideal. Teach them also to venerate the lives of good and noble men. The teacher's responsibility is great. There are 9,000 000 boys and girls under no Christian influences except when in the school room.

COLLEGES HEARD

Rev. A. C. Cree of Wake Forest spoke on "Religious life in our colleges." Mr. Cree confessed ignorance of half his subject, since our colleges evidently include female institutions College life is peculiar. It is in the world and yet not of the world. It is a composite life; no men are more closely bound together than college men. The boys come from every condition of life, bringing with them their views and their virtues. These contend for mastery within the college, and a new student finds himself thrown in the midst of this fierce struggle His first danger is that he is prone to neglect his religious duties for his studies—to sacrifice his heart to his mind. Then arduous study makes him restless—creates a feverish appetite, a longing for excitement, which often leads to drink or card-playing.

The tendency towards skepticism is not so prevalent now as it was. This may be attributed largely to college Bible study, Bible bands, prayer meetings, etc. The boy who becomes skeptical after entering college certainly on coming from the high school had a very crude idea of religion, and stripped of this shadow, he casts away the substance. The agnostic is to be pitied. We cannot expect him to appreciate the sublime reaching up to God because he depends on actual and experimental knowledge of Christ Christ is the center, and let a man get away from the center of any circle and all is chaos.

The importance o teaching the Bible in our colleges was strongly emphasized. A college doesn't give the student a thorough education if it leaves out the richest literature in the world. The influence of teaching the Bible in Wake Forest is already being felt. The speaker paid a tribute to the work of the Y. M. C. A. in our colleges and impressed the idea that the students must be reached through students.

The convention then adjourned to attend some exercises given complimentary to them by the pupils of the Blind Institution.

Evening.

The devotional exercises were conducted by Rev. E. M. Tatum.

Messrs John E. White, J. A. Cate and Walter Cohen, constituting the committee on time and place, reported Wilson as the next place for holding the Convention.

The committee on resolutions, through Mr. N. B. Broughton, reported the following petition, which was adopted:

"To the General Assembly of North Carolina: We, the Baptist Young Peoples' Union of North Carolina, in session at Raleigh, do most earnestly petition your honorable body to exert every reasonable means within your power to pass laws looking to the deliverance of our commonwealth from the curse of the liquor traffic, ameliorating the evil by dispensaries when they have been called for and, if possible, prohibiting the traffic altogether.

A number of very interesting addresses were made by prominent members and others which, we are sorry to say, is impossible to give, owing to time and space.

Mr. Shaw, of Warrenton, offered resolutions thanking the young people of First Baptist Church for the hospitality shown the delegates.

Dr. J. W. Carter responded on behalf of the church in a few words.

Dr. Jordan and Mr. Broughton explained that the reason they came in a few minutes late was because they dined at the Governor's and found it difficult to tear themselves away.

Dr. Jordan said, "Permit me to say, too, that I was charmed with the Mrs. Governor. She told me that no wine would be served in the mansion while she was there." This statement was liberally applauded by the convention.

All then stood and sang "God be with you till we meet again," after which the convention adjourned.

Today the delegates will attend the anniversary at Wake Forest College.

MR. SWINSON BOUNCED

House Bill to Abolish His Office Passed the Senate.

MADE TO DANCE TO HIS OWN MUSIC

THE DEPARTMENT TO BE REORGANIZED.

Lively Sessions in the House—Striving to Clear the Calendar of Local Bills—That Senatorial Fraud Investigation.

Senate called to order at 11 o'clock, Lieut. Gov. Reynolds presiding. Prayer by Rev. Dr. C. S. Burgess of Newbern, N. C.

Petitions were presented as follows:

By Mr. Clark—Petition from citizens of Halifax county for working public roads.

By Mr. Early—Petition from citizens of Lewiston, Bertie county, against the extension of the corporate limits of said town.

By Mr. Yeager—Petition from citizens of Plymouth to amend the charter of the town so that all the officers will be elected by popular vote.

Bills and resolutions were introduced as follows:

By Mr. Parker, Randolph—A bill to amend the charter of the town of Southern Pines.

By Mr. Clark, by request—A bill to incorporate the Bank of Enfield.

By Mr. Yeager—A bill to amend sec. 2056 of The Code, relating to ownership of land; also a bill authorizing the Governor to furnish convicts to work certain roads and cut canals in Washington county.

By Mr. Anthony—A bill for relief of M. N. Hamrick and F. S. Fortenberry, ex sheriffs of Cleveland county.

By Mr. Shore—A bill to reimburse the sub-committee of Deaf, Dumb and Blind, their actual expenses incurred in visiting Deaf and Dumb Asylum at Morganton.

By Mr. Scales—A bill to incorporate certain churches in Guilford county; also a bill relating to personal property, the bill making it a misdemeanor for parties to go to a store and get goods to look at and do not return or pay for them.

Mr. Lyon—Bill relating to the execution of bonds of corporations, etc.; also a bill to amend section 2, chapter 355, Laws of 1887, relating to penal institutions.

By Mr. Smathers—A bill to amend chapter 189, Laws of 1889, relating to the incorporation of Clyde, in Haywood county; also (by request) to amend section 635 of Code; also to pay judges of elections in North Carolina.

BILLS ON THIRD READING.

To amend Senate bill 246, to prevent the fishing with nets in Albemarle Sound and streams emptying therein. The amendment is to extend the time of the bill going into effect to March 31, 1897. Passed.

To allow commissioners of Pamlico county to levy special tax. Passed.

To allow Harnett county to levy special tax. Passed.

To allow Swain county to levy special tax. Passed.

To amend chapter 156, Laws of 1895, so as to add the county of Cumberland to the Eastern Criminal Circuit. This bill creates a new office of judge, and the bill gives the Governor the power to appoint until the next election, when a Judge for said court shall be elected.

Mr. Ray strongly opposed the bill, saying he came here to oppose any measure that would create new offices; this was in his opinion a measure simply to create an office for some person who could not get one by going before the people; the people of Cumberland had not asked for such a court; it is only introduced in the interest of the person who will be appointed to the office of Judge. Is this reform? Is this self local government that the Republican and Populist parties are so often preaching?

Mr. Geddie (Cumberland) said he did not want to antagonize Mr. Ray, but his people wanted the establishment of the court, as it was in the interest of the taxpayers. Bill passed third reading.

BILLS ON SECOND READING.

To repeal chapter 213, laws of 1893, relating to the stock law in certain portions of Cumberland county. Mr. Grant opposed the passage of the bill because it would be a hardship on the Atlantic Coast Line Railroad, because hundreds of cattle would be killed if the fences were removed, thereby endangering the lives of the traveling public. The territory comprised in the stock law is 22,000 acres, and he (Grant) was informed that the owners of 19,000 acres did not want the law repealed.

Mr. Ray thought the repealing of the laws of 1893, applying to this stock law, would be a calamity, as he had letters from prominent people (owners of land) in that territory saying that if the present law is repealed it will ruin that section.

Mr. Sharpe (Wilson) said the land owners should be given preference in such matters as stock law. Of course the tenants would like for the law to be repealed so they could graze their stock on other people's land.

Mr. Geddie said the law should be repealed because the majority of the people living in the territory wanted the law repealed, but that the railroad did not. Previous question called and ordered. Mr. Geddie demanded the roll call; ayes 18, noes 16. Mr. Ray, on third reading, offered amendment: "Provided that this act shall not go into effect until the same shall be submitted to the qualified voters in said territory, and that the Commissioners of Cumberland county shall order an election to be held the first Monday in May, 1897."

Mr. Grant offered amendment to make the election April, 1899.

Mr. Person offered the following amendment: "Provided that the entire cost of election be borne by the qualified voters in said territory."

Mr. McCarthey wanted to know of Mr. Person how he proposed to get the money out of the qualified voters to pay for the election? Thereupon Mr. Person moved to table his amendment. Carried and with it the original bill.

Resolution to advance the cause of good roads; that a committee be appointed to visit Charlotte and inspect the roads around said city and the county of Mecklenburg. Adopted.

The committee will leave Raleigh Friday night next and examine the roads the next day (Saturday).

To levy special tax for working the public roads in Guilford county. Passed.

To incorporate the Burial Society. Passed over.

At 2 o'clock the Senate adjourned to meet tonight at 8 o'clock.

NIGHT SESSION.

Senate met at 8 o'clock. Lieutenant-Governor Reynolds presiding.

Leave of absence was granted Mr. Atwater.

By leave, Mr. Lyon introduced the following bill:

To amend the charter of the town of Durham, and to allow the town to issue bonds, the said bonds to be used in operating a system of water works.

Senate calendar taken up and disposed of as follows:

To prohibit the use of free passes by the public officers of the State.

Mr. Ray offered a substitute "that all railroad companies in the State shall furnish to each State officer a free pass."

The substitute was lost—ayes 16, noes 22.

The previous question was called on the passage of the original bill. Passed second reading—ayes 21, noes 19. Objection to its being placed on its third reading being made, the bill was placed on the calendar.

Mr. Clark, chairman of the special committee to investigate Mr. Swinson's statement in regard to the enrolling clerk's office, sent forward the report of said committee, as follows:

"Beg leave to report to your honorable body that we now file for your information the evidence taken down by the stenographer, the Auditor's statements of expenses of the Enrolling Clerk's office for the years 1891, '93 and '95, together with the certificates of A. L. Swinson to H. E. King, Clerk of the Senate."

The evidence of Mr. Swinson was to the effect that no negro should work in his office as long as he (Swinson) had charge of it, because he expected to have a lady copyist in his office, and that he did not purpose to have himself pointed out as a Populist that had negro assistants in his office, and that it had cost $50 per day to run his office.

Mr. Parker of Alamance, of the committee, filed a minority report.

On motion, the bill passed by the House was taken up, to abolish the office of Enrolling Clerk, if by law such office exists. Mr. Parker, of Alamance, offered a substitute, which was lost. The previous question was called on the original bill. Passed second and third readings and Mr. Swinson is bounced.

At 11 o'clock the Senate adjourned until 11 today.

HOUSE.

Yesterday's session of the House of Representatives was opened at 10 o'clock with prayer by Rev. Mr. Shaw of Washington county, a delegate to the Baptist Young People's Union, now in session in this city.

Under the head of reports of committees Mr. Aiken, for the special North Carolina Railroad Lease Committee, filed a minority report. Two hundred copies were ordered to be printed.

BILLS INTRODUCED.

Bills were introduced as follows:

Mr. McKenzie—Bill to amend the act to incorporate "The Farmer's Mutual Fire Insurance Association of North Carolina," exempting the company from the provisions of chap. 29, of The Code.

Mr. Dixon of Cumberland—Bill to allow Greene county to levy a special tax.

Mr. McPheeters—Bill to place J. A. Adkins on the pension roll.

Mr. McKenzie—Resolution to pay the expenses of J. Sol Reid, of Mecklenburg county, in the recent contested election case.

Mr. Branch—Bill for the relief of D. W. Jones; a Confederate soldier.

Mr. Dixon of Greene—Bill to amend chapter 361, Laws of 1889.

Mr. Bryan of Wilkes—Bill for the relief of L. P. Parks, of Wilkes county.

Mr. Currie—Bill to extend the time for the organization of the Bank of Lumberton.

Mr. Carter—Bill to levy a special stock law tax in Nash county.

Mr. Roberson—Bill to extend the time for the organization of the Lumberton and Lumberton River Railroad Company.

Mr. Arledge—Bill to pay Miss Thorn money due for teaching in Polk county.

Mr. Carter—Bill to levy a special tax in Nash county.

Mr. Dixon—Bill to allow the Commissioners of Greene county to levy a special tax.

Mr. Rawls—Bill for the relief of Dennis Clark, of Northampton county.

Mr. Burgess—Bill to increase the number of commissioners in Camden county.

Mr. Peace—Bill to allow Dr. J. R. Moss to register in Vance county.

Mr. Brown—Bill for the relief of J. N. Bennett.

Mr. Grubbs—Bill to place Jessie Stigall on the pension roll.

Mr. Arrington—Bill to provide for working public roads in Halifax county.

Mr. Allen—Bill to amend the charter of the town of Worthville.

Mr. McPheeters—Bill to repeal section 35, chapter 116, Laws of 1895.

Mr. McPheeters—Bill to place James F. McCanless on the pension roll.

Mr. Brown—Bill to provide for the redemption of land after sale under mortgage. Provision is made that sales under mortgage be made subject to the same privileges as sheriff's sales for taxes, redeemable in two years by mortgagor.

Mr. Cunningham—Bill to place Geo. Duncan on the pension roll.

Mr. Gallop—Bill to regulate the setting of shad nets in Albemarle sound.

CALENDAR.

Bill to incorporate the town of Boyette, in Wilkes county. Passed second reading.

Bill to prescribe the liability of railroads, known as the "fellow servants' bill," was put upon second reading. Col. Sutton spoke in advocacy of the measure. Mr. Hartness opposed. Mr. Cook also urged the enactment of the bill into law. Bill passed second and third readings.

INTRODUCED BY CONSENT.

Mr. McLelland—Bill for the drainage of Davidson creek, in Iredell and Mecklenburg counties. It provides that W. B. Mott, M. W. Bell and M. W. White be appointed commissioners, who shall lay off the creek in sections and appoint section-masters.

Mr. Blackburn—Bill to repeal chapter 294, laws of 1895.

At the request of Mr. Hauser three bills introduced by him were made a special order for next Wednesday at twelve o'clock. They are as follows:

To regulate passenger and freight rates; to elect the Railroad Commissioners by the vote of the people; to prohibit free passes and franks.

Mr. Parker of Perquimans—Bill to prohibit the sale of intoxicants in the town of Hertford.

Mr. Smith—Bill to amend the charter of Selma, in Johnston county.

CALENDAR RESUMED.

Bill for the relief of W. P. Perry of Jones county. Passed.

Bill for the relief of J. G. Grant, ex-sheriff of Henderson county. Passed.

Bill making it a misdemeanor to hunt upon any lands in Haywood or Richmond counties except by consent of owners, was amended to also apply to Union, Rockingham, Beaufort and Currituck counties. And, as amended, passed.

Bill to amend chapter 161, laws of 1895, pertaining to the stock law in Vance county, was put upon its second reading and passed, but on the third reading objection was raised. The bill provides that cattle should be allowed to run at large from December to March. Some of the Representatives thought it would work a hardship upon the land owners of the county. Representative Peace, of Vance, assured the House that his people were heartily in favor of the bill.

Mr. Walters, of Rockingham, said that the interests of Rockingham were identical with Vance county, and that he had in his desk a petition from Vance county citizens protesting against the enactment of certain bills. Mr. Peace replied that the petition Mr. Walters spoke of was signed by Democrats who oppose every measure advocated by Republicans and Populists, and referred solely to an amendment to town charter. However, a motion to re-refer to the Committee on Propositions and Grievances for further investigation prevailed.

Bill to amend section 757 of The Code. Passed.

Bill to regulate the stock law in Halifax county, making similar provisions to Vance county, came up on second reading and elicited another animated discussion. A motion to re-refer was lost. The bill passed the second reading, and demand was made that the third ballot be by roll call. It was so ordered, the vote being 63 to 31.

Bill to amend the charter of Siluda passed second reading. Objection was made to its being put upon the third reading.

Bill to incorporate the Pinehurst Railroad Company. Passed.

Bill to allow William Little, of Guilford county, to peddle in the State free from tax was tabled.

Bill to permit the trapping and killing of deer during all seasons in Columbus county. Passed.

Bill to prohibit the leaving of hanging timber on the banks of the Yadkin river from Rockford to Speace's Ferry. Passed.

Bill to incorporate the Levi Bank at Rutherfordton. Passed.

Bill to incorporate the Bertie County Confederate Memorial Association. Passed.

Mr. Hancock introduced a bill to incorporate the Newbern Mutual Fire Insurance Company. The incorporators are Thos. Daniels, J. W. Stewart, T. A. Green, E. H. Stedman, J. A. Meadows, C. T. Watson, Charles Duffy, E. B. Hackburn, E. Wadsworth, N. H. Street, L. H. Cuther, J. E. Latham, James Redmond and Charles Rugenstine.

Mr. Hare introduced a bill to repeal section 2554 of The Code.

House adjourned until 7:30 o'clock.

EVENING SESSION.

The evening session of the House was called to order at 7:30 o'clock.

Bill to incorporote Hominy Valley Institute in Buncombe county. Passed.

Bill to incorporate the Sovereign Camp Woodmen of the World. Passed.

Bill to make the act of 1895, regarding diseased cattle, apply to Chatham county. Passed.

Bill to incorporate Faith, Hope and Charity Associations in Craven county. Passed.

Bill to authorize the appointment of a special committee to adjust the salaries and fees of State officials in accordance with depreciated prices of crops, etc. The committee to consist of three Senators and three Representatives. The bill was referred to the committee on judiciary.

Bill to incorporate the town of Bridgesville, in Wilson county. Passed second reading.

Resolutions to appoint a special investigation committee to investigate the charges of fraud in the leasing of the North Carolina Railroad to the Southern system, was put upon second reading, but was referred to the special committee on the lease bill.

Bill to abolish the Hertford county Criminal Court. Passed.

Bill to amend chapter 311, laws of 1889, put upon second reading, but was referred to the Judiciary Committee.

Resolution to request the committee recently appointed to investigate charges of fraud and bribery alleged to have been committed during the last Senatorial contest to report on or before Saturday, February 13, was read for adoption. Objection was made to forcing the committee to undue haste. Mr. Brown said he thought thsy could report in ten days.

Mr. Hodges declared that the matter should be brought to a close at once. If it had been investigated when the charges were first made, it would have been far better for the members of the General Assembly and many of the infamous charges going the rounds of the Democratic press would have been stopped.

Mr. Duffy contended for more time.

Mr. Blackburn declared that he was opposed to the whole investigation. It was a reflection upon the entire Assembly. He measured his fellows by his own half bushel and he would not charge any of his colleagues with receiving bribes. The resolution to investigate was a reflection upon the introducer and its advocates.

Mr. Hancock amended to change the date for the report to next Thursday.

Duffy of Onslow again made a long speech on the amendment.

Mr. Hancock called the previous question; but yielded for Mr. Bryan of Chatham, who said that the whole proceeding, so far as the charges of fraud are concerned, was an infamous insult to the nineteen noble Populists who voted for Senator Pritchard and thus redeemed their pledges to their constituents, and he hurled the charge back into the teeth of the accusers as an infamous lie. Somebody, he said, would be overshadowed with falsehood when the matter should be settled, and it would not be the faithful nineteen either. Mr. Duffy asked if he aimed that at him. "At anybody who makes the charge," said Mr. Bryan. "and I am able to defend it in or out of this hall." The matter was settled by fixing the date for the report on February 16.

Bill to provide for the representation of North Carolina at the Tennessee Exposition. Tabled.

Bill to relieve tenants and require landlords in Vance county to pay for one-fourth of the fertilizer used. Passed.

Bill to amend chap. 459, laws of 1891, regulating the weighing of cotton in Mecklenburg county. Passed.

By unanimous consent, Mr. Pinnix introduced a bill to place Gen. Thomas Clingman, of Yadkin county, upon the pension roll as a first-class pensioner.

House adjourned until 10 o'clock today.

ALL IN YOUR EYE.

When Judge Avery told the committee that the Governor had consented to strike out the sections of the railroad bill forbidding the Southern to build connecting links between its branches, and authorizing a sale of the State's stock in the North Carolina Railroad, he was informed by the chairman that the bill was in the hands of the committee, and that neither the Governor nor the Judge would be permitted to say what should go into the bill and what should be stricken out. But that was all in your eye. The bill as introduced was the Governor's bill, as stated by him in an interview printed in THE TRIBUNE, and the bill as amended in committee is still the Governor's bill. The sections referred to were stricken out of the bill, just as the Judge said, and the amended document carries the evidence within itself that it was perfected by the same hand that drew the original bill.

WHY should a legislator rise in his seat and say he was here to fight the railroads?

Do the people of North Carolina want to revoke the charters of all the railroads in the State and confiscate their property and stop railroads from running?

Fight the railroads!

Do such men want to reduce North Carolina to a state of barbarism?

Fight the railroads!

Pass such bills as the Russell-Seaboard Air Line, and you do this very thing.

Why is it necessary to fight railroads? Here is where some men make a great mistake. Rather should they encourage railroads and railroad building. Why?

Because it brings about what the Seaboard Air Line prates about—"legitimate competition."

The scheme proposed is to turn the State over to the mercy of one corporation—the Seaboard Air Line—making them dictators of the situation. What is wanted is to be as liberal to all railroads as is consistent with the best interests of the people, so that, instead of narrowing this railroad business down to two great railroad systems the way is opened for other railroads.

We should pursue a policy that will encourage railroad building, rather than one that proposes to wreck railroads.

IF the lease fight does not resolve itself into a "grand (?) coup" on the part of the Seaboard Air Line against the Southern, then why is it that road is concentrating its whole power in annuling the lease? Why is its printed matter, ancient and modern, so freely distributed among legislators? Do the Seaboard people think they can "influence" legislators? Why are their attorneys sent here to talk against the lease? Why are other men interested in the Seaboard in Raleigh at this time? Governor Russell certainly has put himself in the forefront of the battle, but the power behind the throne is the Seaboard and no one can deny it and prove otherwise.

REPRESENTATIVE AIKEN, the member of the Railroad Committee to consider and report the Russell-Seaboard Air Line bill, makes a minority report, which we publish this morning on page two. It is good reading. Mr. Aiken has a correct view of the matter, and so far as he goes into the merits of the anti-lease bill, shows he has made the subject a study and intelligently discusses it. Legislators will find information in it they should carefully heed.

The Grant Holiday.

Albany, N. Y, Feb. 11.—The Senate today passed the Ellsworth bill to make April 27, 1897, General Grant's birthday, a half holiday in New York.

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Our Great Bargain SALE After Stock Taking.

We find after stock taking many broken lots—odds and ends of goods in every department—which must be closed out this week. We have collected a great many and have placed them near our Fayetteville street entrance, marked them in plain figures at prices so much reduced that you cannot resist buying, and we are sure that among the many lots here collected every one will find some of their necessities.

YOU WILL FIND

Colored Dress Goods, Hosiery,
Black Dress Goods, Underwear,
Silks, Feather Boas,
Velvets, Printed Cottons.

SALE

STARTS Monday, February 8. CLOSES Saturday, February 13.

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THAT LEASE AGAIN

A Correspondent's Idea of Old Fashioned Honesty.

STATE SHOULD NOT SET BAD EXAMPLE

THE ROAD LEASED FOR ALL IT IS WORTH.

Revoke the Lease and State and Stockholders Will Be the Losers —State Having Established 6 Per Cent. Interest Should Not Ask 7.

EDITOR OF THE DAILY TRIBUNE:—"Nut Cracker," in your issue of the 10th, cracked the nut wide open in five of his articles, which reads as follows: "If, in all good faith, you rent your neighbor a farm for $100, are you free to consider an offer of one hundred and fifty from another bidder when your tenant's crop is ready for harvest? Here this North Carolin Railroad was leased for ninety-nine years at a good price—all it is worth—and for all that the Southern system can afford to pay for it, and for all that any system can afford to pay for it, but some fellow or railroad hearing of what had been done comes along and hollers out out, 'I would have given more than that, and I will yet give more than that," when in truth they could not and would not do any such thing.

Have you not heard this same thing and spirit all your life? It is in every place and community. Mr. A, who is a sober, industrious, hard working man, who makes it a rule to attend to his own business and let that of others alone, buys a piece of property or makes a trade, and Mr. B, or some other busybody, hear of it, and, knowing of Mr. A's good judgment, tells it around, "Oh, if I had known that that property could have been bought at that price Mr. A could not have gotten it, for I would have given more." This talk makes the seller dissatisfied, and he begins to think and say that "A took advantage of me. He knew the property was worth more than I asked him, and if the bargain and trade is not 'in writing,' I will fly the track,' back out and sell this property to the man who says he will give me more than A." This is often done, but it is not right, and often, too, when the selier goes to this blustering give more man he is met with the statement that "I have invested my money otherwise, and cannot take your property." Thus a trade is broken up and the seller laments the day, for a long time, that he ever heard of this giv.-more man. Now if we don't mind, this will be the result of this railroad matter. I predict that if this lease is not carried out, that the property will be thrown back on the State's hands, and that the State and private stockholders will suffer great loss.

Many want it now, and may be ready to make a great noise and say, 'I would have given more," or 'I will now give more," while they know they cannot get it. They will break a bargain and the State and private stockholders have to lament it. Better let well enough alone. There is an old saying that "if you make a hard bargain stick tighter to it." This is good old fashioned honesty—good for State and individual to adhere to. But this is the sad aspect of the thing. Here is a great State setting an example to its subjects of breaking a bargain.

Our young men will say: "Well, if a State can break its bargain, I have the right to break my bargains when I make bad ones." No, young man; don't say or do this, If you make a bargain stick to it. Your conscience will applaud you for it. Don't take advantage of mere technicalities. Stick to your bargain and feel honest.

But is the State not stopped from breaking this lease? It was made by the State's officers and Directors. Good and honest men they are. The State appointed them to manage its property and they have acted and the State ought not to have the right to go behind their action, unless for corruption, and who dares charge such a thing?

But this is the law part of the matter, and you see I am no lawyer. The thinking people like fairness, and they will say that it is not fair for the State to repudiate its own bargain.

Say to the State: "Teach your subjects to adhere to fairness and to be mindful of your obligations, and if you make a bad bargain stick the tighter to it." But the State made a good bargain in this lease. Until this road was leased, some twenty years ago, the State did not get dividends on its stock; neither did the private stockholders. And let the lease be revoked and the road fall back on the hands of the State and they have had their last dividend.

The State has made a law making the rate of interest 6 per cent. No one shall take more, yet the State is to take 7 and seems to want more.

No, no, dear old State, stick to your bargain—6 per cent. net is enough. Seldom now does any business pay so well. Let well enough alone.

FOR THE LEASE

Durham News.

DURHAM, N. C., Feb. 11.

It is given out by contractor C. H. Norton that he is at once to commence the building of a brownstone mansion for Mr. George W. Watts, to cost about $100,000. It is to be 125 feet square. As noted in this correspondence, Mr. Watts and family have just left for Europe, to be back by July, when it is expected the mansion will be nearly completed.

G. M. Harden, sr., a prominent stableman here, has been stricken with paralysis and his recovery is not expected.

Ground was broken yesterday for the ice factory, which, it is expected, will be in operation by April 1, with a capacity of 30 tons a day.

The Durham Light Infantry met last night for regularly monthly drill. Several of the boys did not show up, and Captain Mechie sent out squads to hunt them up and bring them to the armory: They were all found—some in the parlors of young lady friends—but they had to go.

Eugenia Blair is to appear at the Opera House in East Lynne Manager Hackney is giving us two o three good plays a week since the opening.

In mentioning yesterday the departure of the Durham party for Europe and the Holy Land, the name of Miss Lallah Ruth Carr, daughter of Col. J. S. Carr, who went with the party, was unintentionally omitted.

B. H. Cozart, of this place, former Republican Sheriff of Granville county, is an applicant for the Collectorship of the Eastern District of North Carolina. He is endorsed by most of the tobacco trades, but it is not thought he stands a remote chance for the appointment. Some more active Republican friend of Governor Russell from the eastern part of the State, whose name is not given, is said to have stacked the cards on Cozart.

Circulars have been received here from the Agricultural Department of the State warning the people against "compost peddlers," prosecuted under the name of the "Champion Chemical Process Company." The Department claims their formula is a humbug, and that the chemicals they charge the credulous farmer $4 for, has a commercial value of only 69 cents.

Is everybody to rob the farmer?

A. HATCHETT.

THE NEW ADJUTANT-GENERAL

JOSEPH MYERS' TERM WILL EXPIRE MARCH 10.

"Oh! It's So Funny When They Can't Get to the Pie Counter—A Humorous Publication.

Special to THE TRIBUNE.

Charlotte, N. C., February 11.—Captain A. D. Cowles, the newly appointed Adjutant General of the State, is a brother of Mr. W. D. Cowles, of this city, who is an applicant for the postmastership of Charlotte.

Joseph Myers, who embezzled funds belonging to the Carolina Central Railroad Company, in whose employ he was, will finish his sentence of six months in this county jail on March 10 next, when he goes to the Pacific coast to take a clerkship.

This business community is not in high spirits about trade. It's awfully backward, and there is nothing to revive it before April or May, when planters come in for supplies.

Dr. Edward W. Roach, who died here on Wednesday, was buried yesterday afternoon. He was a gentleman of fine scholarly attainments. He came here from Atlanta about ten years ago.

An evening paper prints the following:

A bill has been introduced in the Legislature to put the Agricultural and Mechanical College in the hands of a new Board of nineteen Directors, who are to be appointed by the Governor. Bills have also been drawn to put the insane asylums and schools for the deaf and dumb under control of new Directors.

These institutions are to be taken out of the hands of those competent officers who have wisely administered affairs for years, and put at the mercy of politicians, made to furnish places for the heeler and the office-hunter, laid on the public pie counter as a feast for the hungry horde of Republicans.

O! it's so funny when THEY can't get to the "pie counter." Sad, indeed must be the reverie of the editor with civil service reform ideas—this year if you please—to think of the institutions of the North State going to the bow wows under the "horde of hungry Republicans" It is a blessing to a city to have such a humorous publication, and a blessing to the editor to have cold type at hand to see his wit in print.

E. S. Walton for Railroad Commissioner.

Raleigh, N. C., Feb. 11.

EDITOR OF THE TRIBUNE:—According to the division of offices agreed upon by the Republicans and Populists, the Railroad Commissioner goes to the Republicans. This is a very responsible position, and we should be careful to select a man who will add honor to our party and our State. There is one gentleman who is a candidate who will meet all the requisites, and whose party loyalty and services are well known to every Republican in the State. I speak of E. S. Walton, of Burke county.

He is an active member of the State Executive Committee.

He is a lifetime Republican, and during all the campaigns of the past he has been found in the forefront of the battle, manfully and ably upholding our party's flag of honor. He is one of nature's noblemen, is specially fitted for the position, and if true worth and recognition for services rendered is considered, he ought to be the next Railroad Commissioner.

A WESTERN REPUBLICAN.

From Bangkok to Columbo.

Washington, Feb. 11.—The Detroit has arrived at Hong Kong on her way home from Japan. Her next stop will be at Bangkok to gather up the short term men from the Machias, after which she will proceed to Columbo. The Petrel is at Monterey, and the Adams is expected to leave today on her five month's cruise with apprentices.

Want Order at Crete.

Constantinople, Feb. 11.—The Porte has communicated by telegraph with the powers asking their support in the efforts of Turkey to restore order in Crete, and the Ambassadors are conferring upon the question of exerting concerted pressure upon Greece to compel the recall of the Greek fleet from Cretan waters.

Killing Christians.

Athens, Feb. 11—Advices received here from Crete say that a fight occurred at Kastelli, in the Province of Kissamo, yesterday, in which thirty Christians and one hundred Moslems were killed.

Crowds continue to surround the palace, cheering the King in commendation of his Majesty's action in sending warships to Crete. The royal yacht Sphakleria accompanies the Greek torpedo Flotilla to Crete.

Greece on Her Ear.

Athens, Feb 11.—The government has formulated a notification to the powers setting forth that Greece cannot remain a mere spectator of the events which are taking place in Crete, and that the ties of race and religion compel her to intervene in behalf of the oppressed and outraged Christians in that island.

Poor Devil.

New York, Feb. 11.—Captain Philo H. McGiffin, a former officer of the Chinese navy, who was in command of the battleship Ghen Yuen at the battle of the Yalu, committed suicide this morning at 2 o'clock in the Post Graduate Hospital by shooting himself through the head. He was 34 years old.

Well, Its all Right.

Washington, Feb. 11.—Commander E. W. Watson is ordered to ordnance instruction ot the Washington Navy Yard.

Of Course.

Carson, Nev., Feb. 11—Dan Stuart has announced that the fight between Corbett and Fitzsimmons will take place in this city.

THE TRIBUNE PUBLISHING CO.

Articles of Agreement, Certificate of Clerk and Letters Patent.

ARTICLES OF AGREEMENT.

We, the undersigned, being desirous of engaging in the business hereinafter set forth and described, do hereby enter into articles of agreement for that purpose pursuant to chapter 16 of the Code of North Carolina, entitled "Corporations and Acts of the General Assembly of North Carolina amendatory thereof," that is to say:

I. The corporation name shall be the Tribune Publishing Company.

II. The business proposed shall be the publication of one or more newspapers, conducting the business of job printing and binding and carrying on such business as is usually done by printing and publishing companies.

III. The place where said business is proposed to be carried on is Raleigh, North Carolina, and such other place or places for branch offices as the Board of Directors may determine.

IV. The length of time desired for the existence of said corporation is thirty years from and after the dates of these articles next entering.

V. The names of the persons who have subscribed for stock in said corporation are as follows, viz: C. M. Kenyon, C. J. Harris, F. M. Messler, J. B. Hill and their associates.

VI. The amount of the capital stock of said corporation shall be $20,000, divided into 2,000 shares of the par value of $10.00 each, with liberty to the stockholders to increase the amount of said capital stock from time to time, or at any time, to an amount not exceeding $50,000, divided into a proportionate number of shares of the par value of ten dollars each.

VII. The said corporation may purchase or lease and hold all such real and personal aud mixed property incident to the business aforesaid and necessary and useful for that purpose as the Board of Directors shall determine, and subscription for stock in said corporation may be paid wholly or in part by the purchase from the subscriber of property at such appraised valuation as may be agreed on between the Board of Directors and such subscriber.

VIII. The corporation subscribers of stock and stockholders of said corporation shall not be individually or personally responsible or liable for the debts, contracts, pecuniary obligations, engagements or torts of said corporation.

IX. The time and place of the first meeting of the corporators and subscribers for stock in said corporation for purposes of organization is hereby expressly waived.

In testimony whereof, the undersigned have hereunto set our hands and seals, this the sixth day of January, 1897.

C. M. KENYON,
F. M. MESSLER,
J. B. HILL.

Subscribing witness:
WILLIAM O. O'NEILL.

NORTH CAROLINA,
WAKE COUNTY.

I. D. H. Young, Clerk of the Superior Court of Wake County, do hereby certify that the foregoing articles of agreement and plan of incorporation was this day proven before me, and the due execution thereof by. C. M. Kenyon, F. M. Messler and J. B. Hill, the subscribers thereto, is proven by the oath of William O. O'Neill, the subscribing witness thereto. Therefore, let the same be recorded according to law.

Witness my hand and official seal this the 16th day of January, 1897.

D. H. YOUNG,
Clerk Superior Court.

No. 443.

STATE OF NORTH CAROLINA.

To all to whom these presents shall come—

GREETING:

KNOW YE, That it appears from the certificate from the Clerk of the Superior Court of Wake County, that the following named persons, C. M. Kenyon, F. M. Messler and J. B. Hill, heretofore on the 6th day of January, 1897, signed and filed Articles of Agreement for the formation of a private corporation before said Clerk, and copy of said Articles of Agreement, duly certified by said Clerk under the seal of said Court, have been filed and recorded in this office, as prescribed in chapter 318 of the Acts of 1893.

NOW, THEREFORE, Under the power and authority vested in me by said chapter 318 of said Acts of 1893, I do hereby declare the persons signing said Articles of Agreement duly incorporated, under the name and style of the Tribune Publishing Company, for the period of thirty years from and after the 19th day of January, 1897, for the purposes set forth in said Articles of Agreement, with all the powers, rights and liabilities conferred and imposed by law on such corporations.

Witness, my hand and the Great Seal of the State of North Carolina. at office in the City of Raleigh, this 19th day of January, in the 121st year of our Independence, and in the year of our Lord one thousand eight hundred and ninety-seven.

CYRUS THOMPSON,
Secretary of State.

First-Clas Printing In all its Branches.

Book-Binding

IN ALL STYLES.

EDWARDS & BROUGHTON,

RALEIGH, N. C.

ESTABLISHED IN 1871.

The Largest and Best Equipped Printing and Binding Establishment in the State.

If you want QUICK WORK, and in first-class style, send us your order.

EDWARDS & BROUGHTON,
Printers and Binders,
RALEIGH, N. C.

Don't grunt with stomach-ache. Get relief quick by using

Simpson's Liver Pills for all stomach ills.

You will save money and your health, which is beyond price, by using the pills regularly.

Simpson's Pharmacy,

Pullen Building.

No. 129 E. Martin St.
No. 152 Telephone.

Blake's Stable.

Good Line of **CARRIAGES,**
Lot of Gentle **HORSES,**
Number of Light **LIVERY,**
Polite and Reliable **DRIVERS.**

Carriages meet all trains, both day and night. Calls promptly answered. Drummer's and picnic wagons. Everything kept in a first-class Livery Stable.

PRICES REASONABLE.

JOSEPH BLAKE,
Manager.
129 E. Martin St.

GREEN FRONT SALOON,

J. E. Hamlin & Co., Proprietors.

WHISKEY, WINES,

Beer, Cigars, Tobacco.

LUNCH ROOM. PRIVATE ROOMS FOR PRIVATE PARTIES.

NORTH CAROLINA

CORN WHISKEY

A SPECIALTY.

Harry Bassett Rye Whiskey

OUR LEADER.

205 South Wilmington Street

THE RALEIGH TRIBUNE

—THE ONLY—

Republican DAILY Newspaper in ::::

NORTH CAROLINA

Incorporated With a Capital Stock of $20,000

Has Complete Telegraphic Service

Furnished by the Southern Associated Press

THE TRIBUNE is a 48-column Newspaper, and will be a complete METROPOLITAN JOURNAL. Besides its regular Telegraphic Associated Press Dispatches it will be served with special correspondence from Washington by one of the most

TALENTED NEWSPAPER MEN

In America, and will receive Specials from New York and other prominent cities as well as from the leading cities of North Carolina and the South.

It is the purpose of the promoters and management to make

.. THE ..

TRIBUNE

A First-Class Newspaper, Occupying the Entire Field of Newspaperdom of the Country.

The Undertaking is upon a Large Scale, and will be worthy of the support of every Republican in the State, and it is confidently believed that the party spirit in the Old North State is ripe for the enterprise. The office will be equipped with all the modern machinery and latest styles of type, including

THE MERGENTHALER LINOTYPE MACHINES,

With a capacity of 40,000 M's in nine hours, or about fifteen columns the length of THE TRIBUNE.

NOTHING SUCCEEDS SO WELL AS SUCCESS.

and the success of the THE TRIBUNE is assured.

IT IS HERE TO STAY!

IT WILL BE REPUBLICAN, AND WILL HEW CLOSE TO THE LINE.

THE MARKET IS WEAK

Investigation Into the Affairs of the Trusts a Main Factor.

IRON AND STEEL CONTINUE WEAK

WHEAT DECLINES AND PRICES OTHERWISE FLUCTUATE.

Dealings Aggregate Only 123,595 Shares—Market Closed Rather Weak in Tone—Bond Market Was Easier.

New York, Feb. 11.—Weakness characterized the dealings during the greater part of the day's session at the stock exchange. Two or three rallies occurred, but they were short lived, the bears renewing their attacks, especially upon the industrials, at every opportunity. It is to be said that the railway list, as usual, of late, was relatively firmer than the industrial group, and in the cases of the Grangers, Louisville and Nashville, the coalers and Missouri Pacific, the losses were only ¼a½ per cent. The belief that the statement of the St. Paul company for the first week of February, which showed a moderate increase over last year, is the precursor of generally better traffic returns, had a sustaining influence on railway stocks. Northern Pacific preferred was an exception and yielded a full point. London was a seller of this, as well as other international stocks, a fact which operated against an advance here. Leather declined 1⅛ to 57; rubber ½ to 18½; preferred 2½ to 67¾; tobacco ½ to 64½, and sugar 1¼ to 111⅜.

The investigation into the affairs of the trusts is still the main factor in depressing this group. As a result of the sharp cut in the price of steel rails, and the heavy contracts, estimated at about $5,000,000, made by the Illinois Steel Company, iron and steel stocks continue weak. Illinois Steel 1½ to 32¼; Tennessee Coal and Iron 1 to 28⅜; Minnesota Iron, which last sold at 50, was bid for at 80. At one time the stock was offered at 48. Chicago Gas was comparately firm on reports that the bill to permit of the consolidation of the constituent companies will soon be introduced in the Illinois Legislature and will be passed by that body. The dealings, which were almost entirely professional, aggregated only 123,565 shares.

The market closed rather weak in tone. Net changes show losses of ¼ to 1⅜ per cent, Leather preferred, leading.

The bond market was easier. The sales were $1,836,000.

MONEY MARKET.

New York, Feb. 11.—Money on call easy at 1½a2 per cent.; last loan at 1½, and closing offered at 1½ per cent. Prime mercantile paper 3 per cent. Bar silver 64½. Sterling exchange strong, with actual business in bankers' bills at 4.84⅝a4.85 for 60 days and 4.86¼a4.86⅜ for demand. Posted rates 4.85½a4.87½. Commercial bills 4.83¾a4.84¼. Government bonds firm. State bonds dull. Railroad bonds easier. Silver at the board steady.

STOCKS.

American Cotton Oil	11⅛
pref'd	54½
American Sugar Refinery	111½
pref'd	101½
American Tobacco	68⅝
pref'd	100
Atchison	14¼
B. & O	15
Canadian Pacific	55
C. & O	17
Chicago & Alton	162
C., B. & Q	74⅜
Chicago Gas	77⅛
Delaware & Lackawana	152⅝
D. and C. F	
Erie	14½
pref'd	34½
General Electric	34⅜
Illinois Central	91½
L. E. & W	16
pref'd	65
Lake Shore	152¾
L. & N	49⅝
L., N. A. & C	¼
Manhattan Consolidated	89½
M. & C	15
Michigan Central	89
Missouri Pacific	21⅝
Mobile & Ohio	20
Nash. & Chat	67½
N. S. Cordage	
pref'd	
N. J. Central	98½
N. Y. Central	93½
N. Y. & N. E	37
N. & W. pref'd	16½
Northern Pacific	14⅝
pref'd	37⅝
N. W	103½
pref'd	153
Pacific Mail	25
Reading	24⅜
Rock Island	67½
St. Paul	75⅝
pref'd	132¾
Silver Certificates	64⅝
Tenn. Coal & Iron	28⅝
pref'd	80
Texas Pacific	9¼
Union Pacific	6⅝
Wabash	6½
pref'd	15¾
Western Union	82½
W. & L. E	2½
pref'd	9½

BONDS.

Alabama, class A	105
B	104
C	98
La. B. 4's	95½
N. C. 4's	101½
6's	120
Tenn. new set. 3's	79
Va. 6's, def	5
Va. T. R. S	5
Va. F. D	62
U. S. 4's reg	111½
coup	112¾
2's	95
So. Railway 5's	89
con	9
pref'd	27½
S. C. 4½'s	107½
U. S. new 4's, Dec	122½
Coup	122½

TREASURY BALANCES.

New York, Feb. 11.—Treasury balances: Coin, $123,498,985; currency, $58,464,275.

CHICAGO PRODUCE MARKET.

Chicago, Feb. 11.—There was a net loss of ½ cent in the price of wheat as a result of today's trade. An effort was made early in the session to support prices, but many "longs" displayed weariness and discouragement, selling freely and thereby depressing the market. Under "puts" there was a fairly good demand for wheat, and a slight rally resulted. The most important bear feature was the indifference of cash wheat buyers, neither millers nor exporters being in the market. May wheat opened from 76⅝ to 76⅛, declined to 75½, closing at 75½—⅜c. under yesterday. Cash wheat was weak and ¼a⅜c. lower.

Corn—Prices fluctuated only slightly, but the tone altered to correspond with the variations of wheat. Trading continued slow and listless, the interest being indifferent. May corn opened at 23⅜, sold between 23½ and 23⅝a23⅝, closing at 23⅜—unchanged from yesterday. Cash corn was easy and ½c. lower.

Chicago, Ill., Feb. 11.—Leading futures ranged as follows:

	Opening.	Closing.
WHEAT—No. 2.		
February	75½a75⅝	74⅞
May	76⅜a76½	76⅜
July	73⅜	71⅞
CORN—		
February	22	21⅝
May	24	23⅝
July	25	24⅜a24⅝
OATS—		
February	15⅜	15
May	17⅜	17a17⅛
July	18⅛	17⅛a18
MESS PORK—		
May	7.75	7.72½
July	7.85	7.85
LARD—		
May	3.85	3.82½
July	3.95	3.92½
SHORT RIBS—		
May	3.97½	3.97½
July	4.05	4.05

Cash quotations were as follows:

Flour steady; hard spring wheat patents $4.15a4.40 in wood; soft wheat patents $3.09a4.10; hard wheat bakers' in sacks $2.75a3.25; soft wheat bakers $3.00a3.35. No. 2 spring wheat 74⅜a76½; No. 2 red 84¼a87⅞. No. 2 corn 22a22¼. No. 2 oats 16¼. Mess pork $7.60a7.65. Lard $3.70a3.72½. Short ribs $3.80a4.10. Dry salt shoulders $4.25a4.50. Short clear sides $4.12½a4.25. Whiskey $1.17.

NEW YORK COTTON MARKET.

New York, Feb. 11.—Cotton quiet; middling 7 3-16; net receipts, 50 bales; gross receipts, 2,461 bales; exports to Great Britain, — bales; to the Continent, 253 bales; forwarded, 438 bales; sales, 785 bales; spinners, 585 bales; stock, 282,900 bales.

Total today—net receipts, 11,324 bales; exports to Great Britain, 132 bales; to France, — bales; to the Continent, 253 bales; to the Channel — bales; stock, 981,666 bales.

Total so far this week—net receipts 94,219 bales; exports to Great Britain, 48,047 bales; to France, 5,405 bales; to the Continent, 49,743 bales; to the Channel, none; stock, non .

Total since September 1—net receipts, 5,707,326 bales; exports to Great Britain, 3,406,119 bales; to France, 523,329 bales; to the Continent, 1,420,878 bales; to the Channel, 5,481 bales; stock, none.

Cotton futures steady; sales 155,800 bales; February 6.73; March 6.75; April 6.81; May 6.88; June 6.94; July 6.98; August 6.99; September 6.73; October 6.74; November 6.74; December 6.89.

LIVERPOOL COTTON MARKET.

Liverpool, Feb. 11.—12:30 p. m.—Cotton—demand fair, prices easier; American middling 3 29-32d; sales 10,000 bales; American 9,300 bales; speculation and export 500 bales; receipts 8,100 bales, all American.

Futures opened easy, demand moderate; American middling, l. m. c.—February, 3.50; February and March, 3.50a3.49; March and April, 3.51a3.50; April and May, 3.52a3.51; May and June 3.52; June and July, 3.53a3.52; July and August, 3.53; August and September, 3.51; September and October, 3.46; October and November 3.42; November and December, 3.41. Futures quiet at the decline.

4 P. M.—Cotton—American middling, l. m. c.—February, February and March 3.50s; March and April, 3.50a3.51b; April and May 3.51b; May and June, 3.52s; June and July, 3.52a3.53s; July and August, 3.53s; August and September 3.51b; September and October, 3.46b; October and November 3.41a3.42b; November and December 3.40a3.411b. Futures closed teady.

RALEIGH COTTON MARKET.

Raleigh, N. C., Feb. 11.

Strict good middling	6⅞
Good middling	6⅝
Strict middling	6⅜
Middling	6⅛

Receipts on market yesterday 40 bales;

OTHER COTTON MARKETS.

New Orleans, La., Feb. 11.—Cotton futures steady; sales 47,600 bales; February, 6.56; March, 6.58; April, 6.64; May, 6.70; June, 6.75; July, 6.80; August, 6.69; September, 6.42; October, 6.38; November, 6.40.

February 11.

Galveston quiet, 6 15-16, 3,141 bales.
Norfolk quiet, 6¾, 938 bales.
Baltimore dull, 7 3 16, — bales.
Boston easy, 7 3-16, 568 bales.
Wilmington steady, 6¾, 500 bales.
Philadelphia quiet, 7 7-16, 25 bales.
Savannah quiet, 6 11-16, 1,467 bales.
New Orleans steady, 6 13-16, 2,455 bales.
Mobile quiet, 6 11-16, 1,698 bales.
Memphis quiet, 6 13 16, 235 bales.
Augusta quiet, 7, 437 bales.
Charleston steady, 6 11-16, 482 bales.
Cincinnati easy, 6⅞, 1,289 bales.
Louisville quiet, 6⅞, — bales.
St. Louis quiet, 6⅞, 107 bales.
Houston quiet, 6 13-16, 2,788 bales.

NEW YORK PRODUCE MARKET.

New York, Feb. 11.—Flour dull, weak; winter wheat low grades $2.30a3.30; do fair to fancy $3.50a4.60; do patents $4.75a5.00; Minnesota clear $3.50a4.00; patents $4.10a4.95; low extras $2.30a3.30.

Southern flour dull and steady; common to fair extra $3.30a3.60; good to choice $3.75a4.00.

Wheat—spot market dull, weaker; No. 2 red, f. o. b., 91½; ungraded red 72a92; No. 1 Northern ——. Options opened weak and closed steady; No. 2 red, February 82⅝; March 83¾; May 81½; July 78½; September 75½.

Corn fairly active, firm; No. 2, 28¼a28⅝ in elevator; 29¼a29⅝ afloat; steamer mixed 27½; No. 3, 27. Options were dull and weak at ½c decline; February 28⅝; May 29½; July 30½.

Oats dull, easier; options dull, weaker; February 21½; May 21⅝; July 22. Spot prices—No 2, 21½; No. 2 white 23½; mixed western 21a23.

Hay quiet; shipping 55; good to choice 72½a77½.

Hides firm, moderate demand; wet salted Havana selected, 35a50 pounds, at 7¾; Texas dry, 21a25 pounds, 12a13.

Wool firm, moderate demand; domestic fleece 16a23; pulled 18a31.

Beef firm; family $9.00a10.50; extra mess $7.00a8.00

Beef hams steady, slow at $18.00a18.50.

Tierced beef quiet, firm; city extra India mess $13.00a14.00.

Cut meats steady; pickled bellies 4½; shoulders 5; hams 8½a9.

Lard quiet, easier; western steam $3.95a4.00; city $3.65; May $4.10; refined quiet; continent $4.25; South America $4.60; compound 4a4½.

Pork quiet, weak; new mess $8.00a8.75.

Butter—moderate demand; State dairy 10a19; do creamery 14a20; Elgins 21a21½.

Eggs firmer; State and Pennsylvania 16½; ice house, per case $2.00a3.30; western fresh 16; Southern 15a15½; limed 12a13.

Cottonseed oil stronger, good demand; crude 20; yellow prime 23½a23¾.

Petroleum dull, refined New York 6.30; Philadelphia 6.15; do in bulk .65a3.70.

Rosin quiet; strained, common to good $1.70.

Turpentine quiet at 28½a29.

Rice firm, fair demand; domestic fair to extra 3¾a6; Japan 4¼a4¾.

Molasses quiet, easy, moderate demand; New Orleans open kettle, good to choice new 22a32.

Peanuts quiet; fancy hand-picked 3¾.

Coffee quiet and active, unchanged to 5 points down; March $9.29; May $9.35; July $9.45; December $9.50; spot Rio dull, steady; No. 7, 9¾.

Sugar—raw dull, steady; fair refining 2¾; refined dull, steady; off A 3¾a4; standard A 4¼; cut loaf 4¾; crushed 4¾; granulated 4¼.

Freights to Liverpool—market quiet; cotton quiet by steam 3 32d; grain by steam 2¾d.

CATTLE MARKET.

Union Stock Yards, Ill., Feb. 11.—Cattle—receipts, 10,000; market firm; common to extra steers $3.60a5.40; stockers' and feeders' $2.80a4.25; cows and bulls $1.80a3.90; calves $3.00a6.10; Texans $2.10a4.30.

Hogs—receipts 37,000; market easy; heavy packing and shipping lots $3.25a3.47½; common to choice mixed $3.30a3.50; choice assorted $3.45a3.55; light $3.35a3.55; pigs $3.30a3.55.

Sheep—receipts 12,000; market steady; inferior to choice $2.50a4.10; lambs $3.50a5.00.

Beautiful Euclid Avenue Has a $100,000 Fire.

Cleveland, O., Feb. 11.—Fire last evening destroyed the King and Uhl block, 143 Euclid avenue causing a loss of $100,000. The building was tenanted by Neidlingers Men's Furnishing Establishment; G. H. Chandler, grocery; Decker and Edmunson's art and photograph gallery; W. A. Meliuk's piano warerooms and Churchill's drug store. The contents of each store were either destroyed or ruined by smoke and water.

Free Tariff Wilson Disposed Of.

Lexington, Va., Feb. 11—The Board of Trustees of Washington and Lee University met here today and unanimously elected Hon. W. L. Wilson, Postmaster-General, President of the University.

It is said that a committee from the Board visited Mr. Wilson soon after the resignation of President Lee and that he expressed himself as being willing to accept the position. He will enter upon the duties as President on July 1.

Snow Storm in Kansas.

Great Bend, Kas., Feb. 11.—Western and central Kansas is experiencing the worst snow storm of the year. The air is filled with flying snow, and it is impossible to distinguish anything on the yards.

The Mail and Express.

The Leading Evening Newspaper.

Stands without a rival in evening journalism.

Published Daily and Contains

ALL THE NEWS OF THE WORLD, the closing quotations of the Stock, Produce, Consolidated and other exchanges, and the most exhaustive Financial, Railway and Commercial reports printed in any daily newspaper.

IN POLITICS it is Republican; advocates protection to American industries, a sound currency and all measures which tend toward the industrial and commercial development of the nation.

AS A FAMILY NEWSPAPER it is peerless; its columns are clean and free from the sensationalism which so many of the best families find objectionable in a newspaper which enters the home circle.

THE WOMAN'S DEPARTMENT is not equalled by any other newspaper. It contains daily the news of special interest to women, and interesting articles by distinguished writers.

TERMS: To Mail Subscribers, postage paid, Daily Edition, 10 to 16 pages.

One year, $7.00 Three mos., $1.75

Six mos., 3.50 One month, .60

Saturday edition, 20 to 32 pages, containing many special features, one year, 1.50

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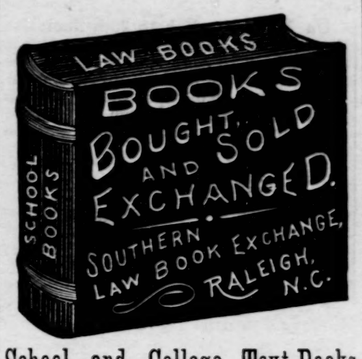
Old Clothing Made New.

D. W. C. HARRIS,

Steam Dyer and Pawn Broker.

We buy or loan money on Old Clothing, Watches, Pistols, Guns, Musical Instruments. Suits cleaned, 75c.; cleaned and dyed $1.50.

East Hargett Street, below Central Hotel, Raleigh, N. C.



School and College Text-Books

AT ONE-HALF PRICE.

All kinds of Books bought, sold and exchanged, especially School and Law Books.

We furnish them at prices lower than Northern houses, and in much less time.

Our's is the largest stock of Law and School Books, Stationery, School and General Office Supplies, and we occupy the largest and oldest book-store in the State.

N. C. Reports from $1.50 each up, in odd volumes of complete sets

Give us a trial order, and list your books for sale or exchange.

Southern Law Book Exchange,
M. M. SMITH, Manager.
A. Williams' old stand, 119 Fayetteville St.

SOUTHERN RAILWAY.

CONDENSED SCHEDULE.

In Effect June 14, 1896.

TRAINS LEAVE RALEIGH, DAILY:

"NORFOLK & CHATTANOOGA LIMITED."

3:40 p. m. daily—Solid vestibuled train with sleeper from Raleigh to Chattanooga, via Salisbury, Morganton, Asheville, Hot Springs and Knoxville.

Connects at Durham for Oxford, Clarksville and Keysville, except Sunday. At Greensboro with Washington and Southwestern Vestibuled (limited) train for all points north, and with main line train No. 12 for Danville, Richmond and intermediate stations; also has connection for Winston-Salem, and with main line train No. 35, "United States Fast Mail," for Charlotte, Spartanburg, Greenville, Atlanta and all points South; also Columbia, Augusta, Charleston, Savannah, Jacksonville, and all points in Florida. Sleeping car for Atlanta, Jacksonville, and at Charlotte with sleeping car for Augusta.

"CHATTANOOGA AND NORFOLK LIMITED."

11:45 a. m. daily—Solid train, consisting of Pullman sleeping cars and coaches from Chattanooga to Raleigh, arriving at Norfolk at 5:20 p. m., in time to connect with the Old Dominion, Merchants & Miners', Norfolk & Washington, and Baltimore, Chesapeake & Richmond Steamship Companies for all points north and east.

Connects at Selma for Fayetteville and intermediate stations on the Wilson & Fayetteville Short Cut daily; daily except Sunday for Newbern and Morehead City; daily for Goldsboro and Wilmington and intermediate stations on the Wilmington & Weldon Railroad.

EXPRESS TRAIN.

8:53 a. m. daily—Connects at Durham for Oxford, Keysville, Richmond; at Greensboro for Washingtsn and all points north.

EXPRESS TRAIN.

3:09 p. m. daily.—For Goldsboro and intermediate stations.

LOCAL.

2:00 a. m. daily—Connects at Greensboro for all points north and south and Winston-Salem and points on the Northwestern North Carolina Railroad; at Salisbury for all points in Western North Carolina, Knoxville, Tenn., Cincinnati and western points; at Charlotte for Spartanburg, Greenville, Athens, Atlanta and all points south.

TRAINS ARRIVE AT RALEIGH:

EXPRESS TRAIN.

3:09 p. m., daily—From Atlanta, Charlotte, Greensboro and all points south.

LOCAL.

7:10 a. m. daily—From Greensboro and all points north and south. Sleeping car from Greensboro to Raleigh.

"NORFOLK AND CHATTANOOGA LIMITED."

3:40 p. m. daily—From all points east, Norfolk, Tarboro, Wilson and water lines.

From Goldsboro, Wilmington, Fayetteville, and all points in Eastern Carolina.

"CHATTANOOGA AND NORFOLK LIMITED."

11:40 a.m. daily—From New York, Washington, Lynchburg, Danville and Greensboro, Chattanooga, Knoxville, Hot Springs and Asheville.

LOCAL.

9:00 p. m. daily, except Sunday—From Goldsboro and all points east.

EXPRESS TRAIN.

8:53 a. m. daily—From Goldsboro.

J. M. CULP, Traffic Manager. W. A. TURK, G. P. A.

BOOKS! BOOKS! BOOKS!

—AT—

ALFRED WILLIAMS & CO.'S,

BOOKSELLERS AND STATIONERS

RALEIGH, N. C.

Send us your orders for anything you need in our line. The Oldest Book House in the State Largest Stock in the State. Lowest Prices in the State.

☞Prompt attention always.

Alfred Williams & Co.

THE CENTRAL HOTEL,

Corner Wilmington and Hargett Streets, half block from Fayetteville Street, one block south of Capitol Square.

RALEIGH, N. C.,

Has Been Thoroughly Cleaned

Newly Furnished,

And now offers to both Transient and Regular Boarders first-class fare at moderate prices.

A. J. JONES, Manager.

WE SHALL

Have no need of the Chinaman in the future if every American laundryman will supply the proper kind of work.

We can launder your linen much better, much whiter (without the use of chemicals), finish them in much finer style, and we won't charge you any more, and we won't send them home minus the buttons, either.

Prompt Delivery. Drop a Postal for our Wagon.

OAK CITY STEAM LAUNDRY,

216 Fayetteville St., Raleigh, N. C. PAGE & MARSHALL, Proprietors.

C. F. & Y. V. RAILROAD.

JOHN GILL, Receiver.

CONDENSED SCHEDULE.

In Effect December 20, 1896.

NORTH BOUND.

	No. 2, Daily.
Lv. Wilmington	7:50 a m
Ar. Fayetteville	11:00 a m
Lv. Fayetteville	11:21 a m
Lv. Fayetteville Junction	11:27 a m
Lv. Sanford	1:00 p m
Lv. Climax	2:55 p m
Ar. Greensboro	3:25 p m
Lv. Greensboro	3:35 p m
Lv. Stokesdale	4:23 p m
Lv. Walnut Cove	4:55 p m
Lv. Rural Hall	5:26 p m
Ar. Mt. Airy	6:56 p m

SOUTH BOUND.

	No. 1, Daily.
Lv. Mt. Airy	8:40 a m
Lv. Rural Hall	10:04 a m
Lv. Walnut Cove	10:32 a m
Lv. Stokesdale	11:07 a m
Ar. Greensboro	11:55 a m
Lv. Greensboro	12:15 p m
Lv. Climax	12:43 p m
Lv. Sanford	2:55 p m
Ar. Fayetteville Junction	4:12 p m
Ar. Fayetteville	4:18 p m
Lv. Fayetteville	4:35 p m
Ar. Wilmington	7:45 p m

NORTH BOUND.

	No. 4, Daily.
Lv. Bennettsville	8:30 a m
Ar. Maxton	9:40 a m
Lv. Maxton	9:50 a m
Lv. Red Springs	10:18 a m
Lv. Hope Mills	11:01 a m
Ar. Fayetteville	11:19 a m

SOUTH BOUND.

	No. 3, Daily.
Lv. Fayetteville	4:28 p m
Lv. Hope Mills	4:49 p m
Lv. Red Springs	5:36 p m
Ar. Maxton	6:09 p m
Lv. Maxton	6:17 p m
Ar. Bennettsville	7:25 p m

NORTH BOUND.

	No. 16, Mixed Daily, ex. Sun.
Lv. Ramseur	6:45 a m
Lv. Climax	8:35 a m
Ar. Greensboro	9:20 a m
Lv. Greensboro	9:35 a m
Lv. Stokesdale	11:07 a m
Ar. Madison	11:55 a m

SOUTH BOUND.

	No. 15, Mixed. Daily, ex. Sun.
Lv. Madison	12:30 p m
Lv. Stokesdale	1.28 p m
Lv. Greensboro	2:40 p m
Lv. Greensboro	3:25 p m
Lv. Climax	4:20 p m
Ar. Ramseur	6:05 p m

NORTH BOUND CONNECTIONS.

At Fayetteville, with Atlantic Coast Line for all points north and east; at Sanford, with the Seaboard Air-Line; at Greensboro, with the Southern Railway Company; at Walnut Cove, with the Norfolk & Western Railroad for Winston-Salem.

SOUTH BOUND CONNECTIONS.

At Walnut Cove with the Norfolk & Western Railroad for Roanoke and points north and east; at Greensboro, with the Southern Railway Company for Raleigh, Richmond and all points north and east; at Fayetteville with the Atlantic Coast Line for all points south; at Maxton, with the Seaboard Air-Line for Charlotte, Atlanta and all points south and southwest.

J. W. FRY, Gen. Mgr. W. E. KYLE, Gen. Pass Agt.

S. A. L.

Vestibuled Limited Trains.

DOUBLE DAILY SERVICE.

SHORTEST AND QUICKEST ROUTE TO ATLANTA, NEW ORLEANS, NORFOLK, RICHMOND, WASHINGTON, BALTIMORE, PHILADELPHIA, BOSTON, NEW YORK.

Schedule in Effect November 1st, 1896.

TRAINS LEAVE RALEIGH:

1:26 A. M. DAILY.

"Atlanta Special" Pullman Vestibule for Henderson, Weldon, Petersburg, Richmond, Washington, Baltimore, Philadelphia, New York and all points north. Buffet drawing-room sleepers and Pullman coaches Atlanta to Washington, parlor cars Washington to New York Pullman sleeping car Monroe to Portsmouth. Arrives at Washington 10:45 a. m., Baltimore 12 noon, Philadelphia 2:20 p. m., New York 4:53 p. m. Also for Portsmouth, Norfolk, Old Point and local stations Seaboard & Roanoke Railroad.

11:31 A. M. DAILY.

For Henderson, Weldon, Suffolk, Portsmouth, Norfolk and intermediate stations, connects at Portsmouth with Bay Line for Old Point and Baltimore; with Norfolk and Washington Steamboat Company for Washington; with N. Y. P. & N. Railroad for Philadelphia and points north; also at Weldon with Atlantic Coast line for Richmond, Washington, Baltimore, Philadelphia and New York, and with Scotland Neck Branch for Greenville, Washington and Tarmouth.

Pullman sleeping car Atlanta to Portsmouth.

6:00 A. M. DAILY.

"Atlanta Special" Pullman Vestibule for Southern Pines, Hamlet, Wilmington, Monroe, Charlotte, Lincolnton, Shelby, Chester, Clinton, Greenwood, Abbeville, Athens, Atlanta, Augusta, Columbia, Macon, Montgomery, Mobile, New Orleans, Chattanooga, Nashville, Memphis and all points south and southwest; through Pullman Buffet sleepers and day coaches Washington and Atlanta, connecting directly at Union depot, Atlanta, with diverging lines; also Pullman sleeping car Portsmouth to Monroe.

3:40 P. M. DAILY.

For Wilmington, Charlotte, Chester, Greenwood, Athens, Atlanta and all intermediate stations. Connects at Union station, Atlanta, with diverging lines. Pullman sleeping car Portsmouth to Atlanta.

TRAINS ARRIVE AT RALEIGH:

3:40 P. M. DAILY.

From Norfolk, Portsmouth and points north via Bay Line and N. Y. P. & N. Railroad, Petersburg Richmond and Washington, Baltimore, Philadelphia, New York and Boston; also from Greenvills, Plymouth, Washington, N. C., and Eastern Carolina points via Weldon.

1:21 A. M. DAILY.

"Atlanta Special" Pullman Vestibule from Atlanta and points south, Athens, Abbeville, Greenwood and Chester.

11:26 A. M. DAILY.

From Charlotte, Athens, Atlanta and intermediate stations.

5:55 A. M. DAILY.

"Atlanta Special" from Norfolk, Portsmouth, Henderson, Weldon, Richmond, Washington, Baltimore, Philadelphia, New York and the east.

Magnificent Pullman vestibuled trains. No extra fare.

Apply to ticket agent, or to

H. S. LEARD, Sol. Pass. Agt., Raleigh, N. C.
E. ST. JOHN, Vice-Pres. and Gen. Mgr.
H. W. B. GLOVER, Traffic Manager.
T. J. ANDERSON, Gen. Pass. Agent.
V. E. McBEE, General Superintendent.

THE DAILY TRIBUNE.

FRIDAY, FEBRUARY 12, 1897.

THE WEATHER.

Forecast for Raleigh and Vicinity.

Threatening weather with rain tonight and Friday, clearing by Friday night.

Forecast for North Carolina.

Threatening and rain tonight. Friday, showers, followed by clearing Slight rise in temperature tonight.

Weather Conditions.

The storm has moved from Texas to the lower Mississippi valley, causing rain all over the Southern States, except Florida, and some snow at northern stations. The largest amount of precipitation occurred at Montgomery, Ala., 1 68 inches; Mobile reports 1.30 inches.

The barometer is high, with considerably colder weather over the St. Lawrence valley.

The weather continues cloudy and threatening almost everywhere, and the rain area will move over the Eastern States during today and tomorrow.

C. F. VON HERRMANN,
Section Director.

Personal.

Mr. E K. Bryan, who was associated with Governor Russell in the practice of law at Wilmington, is in the city.

Mr. D. W. Peebles, a prominent Republican and extensive tobacconist of Davie county, is spending several days in the city, the guest of Representative Bailey.

Mr. A. Y. Sigmon, of Hickory, is in the city. Mr. Sigmon was a member of the last Senate. He was known as the "Gold Bug Senator." He also claims the honor of having a son, William McKinley, who is the oldest name sake of the distinguished President elect in the State. The boy is five years old.

Mr. W. H. Harriss, '95, A. & M. College, who has since July 1 been working as draughtsman for the D. A Hopkins Co., Charlotte, N. C., has recently been promoted to the head of that department. For one as young as he to be promoted to such a responsible position in such a short time, speaks well for the thorough training of the A. & M. College.

The following are some of the arrivals at the Yarboro: Jas. W. Wilson, Morganton; John W. Wilson, Wilson's Mills; A. M. Noble, Selma; Jos. E Robinson, Goldsboro; F. I. Osborne, Charlotte; J. J. Mott, Statesville; W. C. Petty, Carthage; T. N. Hill, Halifax; J. N. Pruden, Edenton; M. V. Perry and wife, Littleton; W. H. Kitchen, Scotland Neck; R. B. Winborne, Murfreesboro; F. A. Gunn, Durham; J. A Griffin, Clayton.

Arrivals at the Central Hotel: J. E. Ray, Littleton; J. C. Burch, Durham; Oct. Coke, M. N. Amis, Sidney Scott, city; T. S Mendz Wm. P. Erchison, Wake Forest; W. T. Scott, New Light; J. C. Pence, Franklinton; Wm. Godle, Pittsburg, Pa; G. R. Freeman, Chicago. Delegates to the B. Y. P. U.: J. E. Porter, Orton, N. C., J. J. Adams, Holly Springs; A. A. Peppin, Thomas Westray, Stanhope; M. E Parrish, Salisbury; G. P. Bostwick, missionary from China; A. E Kendrick, Weldon.

WESTERN N. C. LAND TITLES.

Mr. Vanderbilt's Manager Appears Before the House Judiciary Committee.

The Committee on Judiciary considered the bill to repeal chapter 490, public laws of 1893, yesterday afternoon at their meeting in the Supreme Court Library.

Mr. Charles McMamee, manager of Mr. George Vanderbilt's Biltmore estate, near Asheville, appeared before the committee and argued against the repeal of the chapter.

The objectionable law provides that State grants of public lands prior to March 6 1893, shall be void, so far as relates to lands previously granted.

Mr. McMamee said to the committee that Mr. Vanderbilt had been occasioned great trouble and was threatened with endless litigation under the old conditions. In buying his vast landed property in that section it has become very difficult to defend the titles, inasmuch as the operation of the law before the chapter complained of was enacted gave rise to much fraud from squatters and others.

There were also a number of citizens from the extreme western part of the State before the committee to urge an unfavorable report for the bill.

The committee decided to report the bill unfavorably.

JUSTICE TRIUMPHS

And Crews, of Granville, will Retain His Seat in the House.

As predicted by THE TRIBUNE, the House Committee on Privileges and Elections decided to report in favor of the contestee in the contested election election case of Field vs. Crews, from Granville county.

Of course there will be a minority report in favor of the Democratic contestant, Mr. Field, but it will carry no weight, save that sufficient to precipitate it upon the table, or rather to the receptacle for rejected unjust bills and reports.

The committee held a meeting yesterday afternoon in the Supreme Court room and arrived at the final agreement in the case. The reports will very probably be submitted to the House at the session today.

Mr. Duffy will, as usual, champion the minority report, which will consist of a review of the technical points upon which the suit was instituted.

Peace Institute Tonight.

Cards have been issued to the mid winter concert to be given at Peace Institute this evening at eight o'clock. This concert will be a musical treat of a rare character.

WANTED—To Rent Three or Four Furnished Rooms for Light Housekeeping. Address "W. X," Tribune.

Reception Next Week.

One week from this evening a reception will be given by the Raleigh Council No. 1 of the Junior Order of United American Mechanics in honor of Lieutenant Governor C. A. Reynolds at their hall in the Pullen building. Lieutenant Governor Reynolds is a National Representative of this organization for North Carolina. He will deliver an address at the reception, after which they will all repair to the Hotel Florence, where a banquet will be served.

Inspecting Schools.

The Committee of Representives to visit the State University and State Normal and Industrial School left this afternoon on that mission. The Representatives composing the party are Mr. Dockery, chairman, and Messrs Nelson, Currie, Wilson, Murphy, McCrary, White of Randolph, Cathey and Rountree. They will probably be absent until Saturday.

In the Capitol.

The commission has been issued Capt. A. G. Cowles as Adjutant General.

An invitation has been extended the State Guard to attend the exposition in Nashville, Tenn. which will be opened on May 1 and continue until October 31 of this year.

Important Meeting.

This afternoon at four o'clock the Raleigh Bar meets in clerk of the court's room to arrange the calendar for the March term of court. A full attendance requested.

LEAGUE OF AMERICAN WHEELMEN.

Membership 73,742—Income for 1896, $123,495.

Albany, N. Y., Feb. 11.—The League of American Wheelmen met in second days' session at 11 o'clock. The reading of the annual reports of officers consumed the morning session.

I. B. Potter, of the Improvement to Highways' Committee, read a lengthy report. He said that the work was gaining strength and legislation was pending on this question in twelve States. He referred to roads in European countries where the government controls them. He urged all wheelmen to use their best efforts to secure this reform in their own States. He said most of the opposition came from the farmers, and this was due to lack of knowledge.

Secretary Bassett submitted his annual report, showing that the total membership on February 1, 1896, was 39,323, and on February 1, last, 73,842, a gain of 34,419 members in one year. Mr. Bassett said that during the ten years past he has acted as secretary, he had enrolled 15,380 applicants for membership and had received and disbursed $465,681.

Of the operations of the past year he said:

"We have booked 41,081 applicants and 26,328 renewals. Our best previous record of applicants was 22,042. We have just about doubled it.

"Our income for 1896 was $123,495. Best previous record $60,361. More than double.

"We have distributed $72,584 among the divisions. The previous record, $35,178. More than double."

CONVENTION OF FARMERS

Of Various States to be Called to Meet At Washington, D. C.

Richmond, Va., 10—Col. A. S. Buford, President of the State Board of Agriculture and Col. Thamas Whitehead, Commissioner of Agriculture for Virginia, have sent out a circular te the Boards of Agriculture of the several States from which the following is taken:

"Our Virginia State Board of Agriculture has under consideration a proposal of recent origin for holding a representative convention of the farmers of the several States, at some suitable time and place during the ensuing spring for conference, discussion and concerted action on pending public questions of common and important interest to all our agricultural population.

"As an initiatory proceeding, it is suggested that a preliminary conference be held at the Ebbit House, Washington, D. C., say March 5th, 1897, at which a definite plan should be easily devised and adopted for constituting, organizing, and conducting a body such as is thus proposed to be assembled, in such manner as would be then and there determined to be appropriate and practicable.

In view of the brevity of intervening time, we take the liberty further to suggest (in default of something else preferred) that such conferences could appropriately consist of one or more delegates—not exceeding five from any one State—either of designated members of organized Strte Boards, or State Commissioners of Agriculture, or of such others, representative farmers, as may be appointed or accredited for such conference by State Boards or other competent State authority."

Very Naughty Wives.

Vienna, Feb. 11.—A story of wholesale murder reaches here from a small village in Hungary. It appears that there were a large number of unfaithful wives in the village who were desirous of ridding themselves of their husbands, in order that they might the more easily carry on their liasons with their lovers. Eighteen of them procured poison which they administered to their husbands, with fatal results. The murders have caused the greatest excitement among the peasants, to which class the women belong.

United States Circuit Court

Richmond, Va, Feb. 11 –In the United States Circuit Court of Appeals today Judges Goff, Simonton and Brawley presiding, case No. 202, involving the the pilotage laws of Maryland, was taken up and argued and submitted. Mr. Robert H Smith, of Baltimore, appeared for appellant, and Messerrs. Stwart Brown and Arthur G. Brown for appellee.

The second case taken up was that of F. J Kimball and Fink, receivers of the Norfolk and Western Railway, plaintiff in error. Argued by Fulkerson, Page and Hurt for plaintiffs, and by Messrs. Reid and Bailey for defendants, and submitted.

The Great Chess Player Nervous.

Berlin, Feb. 11.—The Lokal Anziger has a dispatch from Moscow stating that Steinitz, the well known chess player, has been taken suddenly ill with a nervous disease and that he has been removed to Dr. Morosoff's institute.

Denton's is the most popular place in the city because he keeps the best in the saloon and restaurant lines, coupled with polite employes and proper treatment.

Special Rates via Southern Railroad.

On February 13th to 18th inclusive, the Southern Railroad will have on sale round-trip tickets from Raleigh to Charleston, S. C., on account of the Naval Manoeuvres on and off Charleston Harbor, at $8.45 for the round-trip, limited, good to return February 21st, 1897.

On February 17th to 20th inclusive, the Southern Railway will place on sale round-trip tickets from Raleigh to Winston-Salem, on account of the Y. M. C. A. State Convention, good to return until February 24th, at $5.05 for the round trip.

On February 20th to 25th inclusive, the Southern Railway will place on sale tickets from Raleigh to Newbern and return, on account of the Eastern Carolina Fish, Oyster, Game and Industrial Fair, good to return until March 2d, at $4 for the round trip. This includes one admission to the Fair.

Old Man's Darling.

Yesterday a remarkable marriage ceremony was performed at the court house. Mr. Isaac Weaver entered the Register of Deeds office, leading by the hand his intended, Miss Louanna Taylor. The groom called Mr. Rogers aside and informed him that he wanted a marriage license to wed this lady. Mr. Rogers has become hardened to such scenes, but he expressed surprise then. However, the license was finally issued, and Mr. Williams, J. P., united a groom of seventy five winters to a bride of twenty summers.

The Play Last Night.

"The Diamond Mystery" was the play rendered last night by the Staniford Company at Metropolitan Opera House. There was a good audience and the play was first class. The company is making a good impression here.

Tomorrow night they will play, 'Is Marriage a Failure?"

Saturday afternoon there will be a matinee at 3 o'clock, at which 'From a Boarding School" will be rendered.

A. & M. College.

Class officers at A. & M. College have been selected, as follows:

B. J. Wooten, President.
J. H. Highenitt, Secretary.
W. A. G. Clark, J. Knight, } Orators.
S. G. Hennedy, Poet.
W. H. Sanders, Prophet.
W. J. McLendon, Historian.
C. E. Clark, Presenter of Prizes.

Local News.

Mayor Russ yesterday had four drunks before him They spent twelve hours in the station house.

Marriage licenses were issued yesterday to Isaac Weaver and Louanna Taylor, and Asriah Baker and Essie Hicks.

Haskins Arrested.

Deputy Sheriff Raines yesterday arrested Joe Haskins, alias John Jones, at Wyatt, and brought him here to jail. Haskins is charged with stealing $865 in Granville county. Four hundred and eighty-five dollars of this money was in gold.

Denton sells the best whiskey in the city for 10c. per drink.

THE SALISBURY RESOLUTIONS.

Whereas, We view with alarm the legislative attempt to annul the lease of the North Carolina Railroad to the Southern Railway Company; and

Whereas, We believe such legislation would be ruinous to the private stockholders, detrimental to the best interests of the State, and that it would stifle competition, prevent the building of new lines, stop the influx of outside capital and most injuriously affect all of North Carolina lying west of Goldsboro; therefore, by the citizens of Salisbury, in public meeting assembled, without regard to party differences, be it

Resolved, 1st. That such proposed legislation is in the highest degree unfair, unwise, injudicious and ought not to be adopted.

2nd. That the continuance of the present lease is demanded by the highest considerations of principle, as well as by a just regard for the interests of the private stockholders, and of the people of Western North Carolina.

3rd. That our Senators and Representatives in the General Assembly of North Carolina be respectfully requested to cast their votes and use their influence to sustain the present lease and to defeat any legislation inimical thereto.

4th. That copies of these resolutions be transmitted to our said Senators and Representatives, and that the newspapers of the city be requested to publish the same.

James H. Ramsay, R. J. Holmes, G. A. Bingham, I. Lichtenstein, W. L. Kluttz, John Beard.

It was moved by Capt. Beard and carried that our Representatives and Senators be furnished with a copy of these resolutions. It was moved by A. H. Boyden and carried that a committee be appointed to go to Raleigh and use their influence against the annullment of the lease. The following committee was appointed: J. H. Ramsay, G. A. Bingham, Capt. Jno. Beard and D. R. Julian.

The Central at Charlotte.

All traveling men pronounce the Central Hotel at Charlotte the leading hotel of the State. Cuisine the finest and all the specialties of the season.

Scholars Wanted.

Desirous of being occupied, I would take charge of ten or twelve children at my residence. Best of care would be exercised in regard to their moral, mental and physical culture. Can prepare them for any ordinary business of life. Address,

W. T. WOMBLE,
636 East Hargett Street, Raleigh, N. C.

$5,000.00.

Six months ago it was announced by

THOMAS & CAMPBELL

that they intended closing up their store next to Woollcott & Sons, but their business has increased so much since, they have decided to keep the house and have added $5,000 more to their stock and will now keep on hand and sell at manufacturers' prices everything that a housekeeper can use.

Furniture of every description. Suits in any style and price. Odd pieces in anything you want. Office furniture a specialty. Agents for the Grand Rapids Roller Top Desk, the best desk in the world for the money. Secretaries' Book Cases, Paper Racks, etc. Carpets, Mattings and Rugs in every style. Plain and Fancy Window Shades, Curtains, Curtain Pole Cornices, etc. Pictures, Picture Hangings, Easels, etc. Plain and Fancy Trunks. Couches in plain, single, open, double, or Wardrobe Lounges, single or double, Parlor Goods of every description. Rockers in any style; see them. Any kind of Dining Room Furniture. Dinner Sets, Tea Sets, etc. Toilet Sets, Bowls and Pitchers, etc. The neatest line Infant's Carriages ever shown here; a car load just received.

In addition to our two stores we have a large wareroom on East Martin Street, where we will keep anything in any quantity for the wholesale trade.

If you need anything in your house come to see us before you buy. Yours for business,

THOMAS & CAMPBELL.

Members OF THE Legislature . . . . . Have to Eat!

Why not eat where you can get

THE BEST?

Everything the Market Affords at any hour of the 24.

BEST OF

WINES, LIQUORS and CIGARS.

McCLURE & HALES'

Bonanza Saloon,

232 FAYETTEVILLE ST.

Apples

A carload of best varieties Western New York Apples just received and for sale low by the barrel or load.

POTATOES!

A carload of the nicest Michigan White Potatoes at 60c. per bushel. One cent per pound by the bag of 3 bushels.

COAL

From the best mines in America continues to come in and go out "Like Hot Cakes."

WOOD

Cut any length and promptly delivered.

Corn, Oats, Bran.

Hay! Hay!! Five carloads of fine quality of Prime Timothy and choice mixed at rock bottom prices.

JONES & POWELL
RALEIGH, N. C.

A Money Saving Pointer for You!

Tables laden with bargains.

If one price don't sell, another will.

Random shots have split our price tags in two. All remnants and odd lots accumulated during recent sales, and thrown out during inventory, to be cleared, cost not considered. Every yard of these short lengths guaranteed in every way.

Goods willingly exchanged or money refunded if purchaser is not satisfied.

Shoe buyers crowded the store yesterday, calling for "them cheap shoes" They advertise us by showing what they got, telling what they saw, and animating others with an equal desire to be as fortunate. They can be found on the Bargain Table in the Shoe department.

Embroideries.

Seldom, if ever, has such an unexampled sale of Embroideries taken place. Embracing the highest attainable excellence in novelty designs, superb fineness of stitch and super-excellence of cloth, representing without flaw the consummate skill and originality of St. Gall's master workmanship.

15c. Embroideries ..... 5c.
20c. " ..... 7½c.
25c. " ..... 10c.

Last Shot at Negligee Shirts.

75c. Negligee Shirts, laundered ..... 29c.
$1.00 " " " ..... 50c.

Men's Wool Underwear.

Remnants of stock "as are" ribbed and plain knit, and the best bargain yet offered. 75c. and $1 value, now ..... 39c.

Few Pairs Left

Ladies' Wool Shirts and Pants ..... 39c.

7 dozen Chemisettes, in colors, cardinal, canary, nile, and white, were 50c., during this sale ..... 10c.

Ladies' All Linen Cuffs.

25c. quality for ..... 10c.

Ladies' Embroidered Handkerchiefs.

Mourning only, worth 50c., reduced to ..... 10c.

Kid Gloves.

Another lot, the last to be had this season, price ..... 50c.

Umbrellas.

Job, from the manufacturers. Special prices, $1.00, $1.50 and $2.00. Worth double in a regular way.

Hosiery.

Best yet. Full line of regular seamless, full length, ribbed black Hose, 8 to 9½ ..... 10c.

Shirt Waists.

Sample line, worth $1.00 and $1.25, to be squandered at ..... 39c.

Lots and cords of articles too numerous to mention are thrown out of stock and go at most any price.

Sherwood Higgs Co
SUCCESSORS TO C. A. SHERWOOD & CO.

I sell the finest Oysters sold in the city at 35 cents per quart. Receive them Mondays, Wednesdays and Fridays. Try them.

Have received some new Bermuda Irish Potatoes, also a lot of those famous Virginia Hams.

Next week I will have plenty of New Tomatoes.

If you want anything at all your grocer fails to supply you with, come to see me. I can and will get it for you.

M. ROSENTHAL,

GROCER,

136 Favetteville Street.

Wines and Liquors for family use. None drank on premises.

Do You Want Any Of These? They are Specialties.

Pork and Beans with Tomato Sauce is something you haven't used.

Asparagus—Seal brand, and others.

Tomato Bouillon, in glass.

Evaporated California Fruit—the nicest line to be had.

Golden Gate Canned Goods. My stock is absolutely complete.

My own special importation of Java and Mocha Coffee in handsome package.

Welch's Grape Juice—something new—a non-alcoholic wine—for invalids.

The whole of The Tribune could be used to enumerate all the good things the store contains, for you know I am the leader in the grocery business.

THOMAS PESCUD

Public Printing.

Under section three of chapter twenty of the Public Laws of the State of North Carolina for 1895, the Joint Committee on Printing and Binding of the General Assembly of North Carolina, advertise for thirty days from date for proposals for the public printing and binding for the State, for two years from and including the first day of July, 1897, to and including the 30th day of June, 1899.

Printed forms of proposals for printing and binding, showing the class of work to be contracted for, &c., will be furnished free of charge upon application to the chairman of the Printing Committee.

The Printing Committee reserve the right to reject all bids, if they believe it to be to the interest of the State so to do.

This January 29th, 1897.

For the committee:
JOHN A. RAMSAY,
Chairman, &c.

JAMES H. CATHEY, Secretary.

Money to Loan

on Eight Years Time, secured by Mortgage on Real Estate. Monthly payment, saving investment stock for sale; also FULL PAID COUPON STOCK, with semi-annual cash dividends. Loans made promptly in any part of the State. Agents wanted. Address,

Mechanics and Investors Union,
22 Pullen Building, Raleigh, N. C.

Notice.

Notice is hereby given that application will be made to the General Assembly, session of 1897, for a charter to incorporate The Peoples' Mutual Benefit Association, of Raleigh, N. C.

Raleigh, N. C., Jan. 9, 1897.